The China Mail
ESTABLISHED 1845

TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 1/1 ¾.

No. 27,668 HONG KONG, THURSDAY, DECEMBER 11, 1930. PRICE $3.00 Per Month.

FLEECING OF A BRITON.

Two Rikisha Pullers Sent to Jail.

A SERIOUS VIEW.

The case was concluded before Mr. E. H. Williams in the Central Court this morning, in which two rikisha coolies, Chan Ngan and Li Tam-so, were charged with larceny of $20 from Mr. R. W. Webber on November 24 last. Chan was charged with the actual larceny whilst a charge of aiding and abetting in the robbery was preferred against Li.

Mr. Horace Lo appeared for the first accused, whilst the second man was defended by Mr. Leo d'Almada, sen.

The prosecution was conducted by Detective Sub-Inspector John O'Donovan.

First accused gave his version of the robbery, in which he stated that he did not offer any money to the Police, but merely said to the detectives:—"We are all fellow-countrymen—let the matter drop."

Mr. Lo said that his client's explanation was very reasonable, and that the most vital evidence that the Crown relied on was innocuous. First witness's (Lui Fong's) version was unbelievable, and he must have been mistaken as to recognition of the accused, both of whom he knew by sight. The evidence was very unreliable, and, furthermore, the evidence of the accomplice had not been put before the Court. Mr. Lo submitted that the verdict open to his Worship was one of not guilty.

His Worship intimated that he would convict the first accused.

Inspector O'Donovan said that he was instructed to ask his Worship to take a serious view of the case, as there was quite a lot of this type of robbery going on.

Mr. d'Almada's client gave evidence also, after which counsel submitted that the explanation given was a most plausible one.

His Worship held that the case against Chan Ngan was even much stronger, and he convicted.

A previous conviction for larceny from the person, for which he got three months in 1927, was proved against the first accused, and his Worship sentenced him to five months' hard labour. The second accused was sentenced to three months' hard labour, it being stated by a Chinese woman that he had worked very well and honestly for two years with her husband.

UNEMPLOYED SHOT IN GERMANY.

Police Fire During a Demonstration.

VIOLENT COMMUNISTS.

Berlin, Yesterday.

Dr. Fabricius was fined 180 marks, with the alternative of 18 days' imprisonment.

Hamburg, Yesterday.

The Police fired during demonstrations of unemployed today, killing one person and wounding another.

Copenhagen, Yesterday.

A Communist in the gallery of the Chamber attempted to make a speech while Minister Steincke was outlining the social reform plans. The Police intervened. Another Communist fired a revolver, but without causing any harm. Four arrests were effected.—Reuter.

ALLEGATION AGAINST COOK.

A case of alleged attempted poisoning has been reported to the Police by Chau Kwok, master of the Wing Fat furniture shop at 46, Prince Edward Road. He states that at nine o'clock yesterday he and his ten folks sat down to a meal, which was found to contain obnoxious matter.

It was later revealed that the cook whom the master had admonished for stealing had left his service.

MURDER OF CHINESE DETECTIVE.

Suspects May Not Be Charged.

RELUCTANT WITNESSES?

Although, as the outcome of smart work by the Police, five arrests in all have been effected in connection with the murder of Tse On, a Chinese detective, in a restaurant at Yaumati, the *China Mail* learns that it is not yet certain whether it will be possible to prefer charges against them. In fact, failing further developments, it is feared that this will be out of the question.

Identification parades have not been so successful as could be wished, witnesses being either incapable of or unwilling to recognise any of the suspects. They are reluctant even to attend the parades, it is understood.

The Police are still on the lookout for one man against whom they consider they have a definite case. This man is already known to the Police, but is still at large.

POLICEMAN STRUCK.

ACCUSED MAKES A BIG MISTAKE.

GOOD CHARACTER.

Charged before Mr. Butters in Kowloon Magistracy this morning, Tang Chu-ping, a Chinese, pleaded guilty to assaulting Wang Choi-yau, a police officer, in Canton Road this morning, but stated that he was unaware that complainant was a police officer. Giving evidence Wang Choi-yau said he called to defendant to stop and be searched, whereupon defendant struck him on the mouth, and ran away.

Tang Chu-ping admitted doing so, but denied that the detective informed him that he was a police officer.

Mr. McPherson, secretary of the European Y.M.C.A. in Kowloon, said that defendant had been employed there as a boy for 6 years and bore a good record.

Defendant was bound over in $50, for six months.

FREE SHOWS?

CHARGE AGAINST DISTRICT WATCHMAN.

USE OF TRUNCHEON.

Lo Tak-kwong, a district watchman, appeared before Mr. E. H. Williams in the Central Magistracy yesterday, on a charge of having assaulted Yuen Poon, a ticket collector employed in the Taiping Theatre. Mr. F. C. E. Rendall defended.

Mr. G. K. Hall Brutton, for complainant, said that people of accused's type were in the habit of going into the Taiping Theatre. It was suggested that the alleged assault was the outcome of a refusal by complainant when accused sought free admission into the Theatre with two friends.

Complainant alleged that he was repeatedly "jabbed" with accused's truncheon until he was "knocked into a dizzy state."

The hearing was adjourned.

JEWEL THIEF JAILED.

Sentence of four months' hard labour was this morning passed by Mr. E. H. Williams on the Chinese who was charged by Detective-Inspector W. Shannon with the theft of two jade pendants mounted with gold, a pair of carved jade earring drops, and a gold ring set with jade, the property of To King-kee, shroff and packer at Messrs. Komor and Komor, St. George's Building, Chater Road.

FALSE PRETENCES.

Li Shing, a Chinese, was sentenced to six weeks' imprisonment in the Kowloon Magistracy this morning for obtaining money by false pretences. Wang Ki, a Chinese woman, stated that he came and asked her for $3, purporting to come on behalf of a friend of her's, who required the money for food.

PORTUGUESE BANK NOTES SCANDAL.

Famous Printing Firm Sued for £1,115,613.

NEGLIGENCE DENIED.

London, Yesterday.

Counsel for the defence, Mr. Norman Birkett, opening the case for Waterlows at the hearing of the bank note affair, described the plaintiffs' allegations as "a highly coloured picture." He denied that Waterlow & Sons were careless and negligent. On the contrary, every step taken was marked by vigilance, forethought, prudence, and care.

Counsel said that between 1914 and 1928 Waterlow & Sons printed Treasury notes to the value of £5,000,000,000. They specialised in foreign currency and always recognised the great degree of care required in their work.—Reuter.

[A message of November 24 stated:—The amazingly bold coup of a swindler in fraudulently obtaining over £1,000,000 worth of bank notes direct from the printer was mentioned in the King's Bench Division to-day, when the Bank of Portugal sued Messrs. Waterlow and Sons, Limited, printers, for £1,115,613, alleging alternatively breaches of contract, negligence or conversion, in connection with the printing of Portuguese bank notes. Plaintiff's counsel asserted that an international swindler named Marang called at Waterlows in 1924 bearing a forged letter from the Governor of the Bank of Portugal, and ordered the notes, which were duly supplied and circulated. Counsel contended that Marang's plot was full of leaks and holes, and not only invited suspicion, but shouted for it.]

NOBEL PEACE PRIZE

AWARDED TO ARCHBISHOP AND U.S. SENATOR.

THE NEXT WAR?

Oslo, Yesterday.

The establishment of a world-wide brotherhood was the keynote of the distinguished gathering, including the King, the Crown Prince, and members of the Diplomatic Corps at the presentation of the Nobel Peace Prize to Senator Frank Kellogg, and Archbishop Soederblom. The former, while deploring the numerous predictions of war, declined to interpret the signs of the times as foretelling war.

The Archbishop received the prize as a tribute to the oecumenical movement within the churches for greater unity.—Reuter.

RAILWAY DISPUTE.

MANAGERS AND EXECUTIVE FAIL TO AGREE.

BETTER CONDITIONS.

London, Yesterday.

The Managers of the railway companies met the executives of the Railway Unions in London today to discuss the latter's demands for improvements in rates of pay and conditions of service. It was announced that the companies were unable to concede to their demands and the Union representatives intimated their intention of submitting their claims to the Central Wages Board, to which the companies' claims for reductions have already been submitted. It is hoped that the Board will meet on December 19 to consider the dispute.—Reuter.

LOWER EXPORTS.

STARTLING DROP IN TRADE OF BRITAIN.

MORE IMPORTS.

Rugby, Yesterday.

The Board of Trade Journal publishes the preliminary figures of last month's trade, which show that imports into the United Kingdom for November totalled £79,400,000, as against £80,900,000 in October. Exports for November totalled £44,100,00 compared with £48,900,000 in October.—British Wireless Service.

RADIO SERVICE TO SOUTH AMERICA.

Charges for Telephone Conservations.

£6 FOR THREE MINUTES.

Rugby Yesterday.

The Postmaster General announces that from December 12 direct radio telephone communication will be available between Great Britain and Argentina, with an extension by land line in South America to Uruguay and Chile. The service will be available to all parts of Britain and Northern Ireland and in South America to subscribers at their ordinary telephones. The minimum charge covering three minutes' conversation from any place in Britain to a city and province of Buenos Aires will be £6, to the remainder of Argentina, six guineas, and to Chile £6 12s. 0d.—British Wireless Service.

CHILD SLAVERY.

Hong Kong Again In The Limelight.

London, Yesterday.

A letter from the Governor of Hong Kong dated June 25, is published in a White Paper to-day. It outlines the effect of the existing law relating to mui tsais and states that the present position may be regarded as not unsatisfactory. No further measures are at present required to promote the policy expressed in the existing law.—Reuter.

TOP PRESS

Shanghai, Yesterday.

It is understood that powerful Cuban sugar interests recently proposed to the Chinese Government a 20 year sugar monopoly in China, under which Cuban sugar would be exempt from Chinese import duty, a Cuban combine and the Chinese Government equally sharing profits from the expected heavily increased consumption. The Chinese Government is reported to have rejected the scheme, pointing out that China in 1929 imported 750,000 tons of sugar, valued at 100,000,000 taels, bringing in a revenue of $15,000,000 (Mex.), and they consider the proposal would not increase the revenue. Furthermore the sugar duties are likely to be considerably increased under the new tariff of 1931, especially white sugar, which is expected to be doubled.

It is understood that Cuban interests are now proposing the initiation of a sugar refining industry in China as a joint Government enterprise, Cuban interests providing $20,0000,000 (gold) as capital.—Reuter.

London, Yesterday.

The Prince of Wales's progress in Spanish was strikingly demonstrated during a speech he delivered at a dinner given in his honour at the Savoy Hotel by the Argentine Club. "His grammar and accent are splendid," declared many Spanish guests. The Prince only occasionally glanced at his notes and turned from Spanish to English, vice versa, several times with the utmost ease.

The Prince of Wales's linguistic efforts ought to contribute largely to the success of the British Trade Exhibition at Buenos Aires in 1931, which is the first entirely British exhibition ever staged in a foreign country.—Reuter.

New York, Yesterday.

A message from Havana states that fresh rioting has broken out in several parts of Cuba. One person was killed and several were wounded.—Reuters' American Service.

REORGANISING THE SUGAR INDUSTRY.

Appeal by Author of the "Chadbourne Plan."

WORLD STATISTICS.

Brussels, Yesterday.

Addressing the Sugar Conference to-day Mr. Chadbourne (U.S.A.) pointed out that Javanese producers had provisionally agreed to reduce their exports, and he appealed to the other delegations to apply restrictive measures.

He suggested that each delegation should appoint two members to reach an understanding on the general principles, and also proposed the formation of a committee to collate world statistics, and a further committee to consider the means of reducing stocks; also a permanent commission to meet quarterly to supervise the enforcement of agreements and study the means of increasing world consumption and to constitute a world fund for that purpose.

Higher Customs.

Brussels, Later.

The Chamber has adopted Bills for increasing the customs duties on imported sugar and lowering the excise on domestic sugar.

The Germans announce their intention of seeking an increase of the annual export quota from 200,000 to 800,000 tons.—Reuter.

IDLE INDIANS.

TO BE REPATRIATED TO THEIR OWN COUNTRY.

RUBBER SLUMP.

London, Yesterday.

In the House of Commons today, questioned whether provision had been made to repatriate unemployed Indian labourers in Ceylon and Malaya through the rubber depression, Dr. Drummond Shiels said that he was unaware whether special provision had been made in Ceylon. He would ask the Governor as regards Malaya. It was the Government's policy to repatriate all unemployed Indians and 18,860 had been repatriated during the first nine months of this year.—Reuter.

INDIAN PARLEY.

CONFERENCE TO DISCUSS THE DRAFT REPORTS.

WIDE EXCHANGE OF VIEWS.

Rugby, Yesterday.

The committee work of the Indian Round Table Conference will be resumed on Friday. The results of exchanges of views during the past few days, meanwhile, are being summarised in the form of draft reports by the Chairmen of the Burma Sub-committee and the Provincial Constitution Sub-Committee. They will be presented for further discussion at Friday's meetings before being sent on to the Committee of the Whole Conference early next week, probably on Tuesday.

Debates in the Provincial Constitution Sub-Committee have covered a wide range and any of the subjects touched upon may again be reviewed on Friday. A small committee set up yesterday by the Federal Structure Sub-Committee to revise the schedule of federal subjects met to-day. Its report will enable the sub-committee to complete the outlines of its draft plan for a federated India to be reported in due course to the Committee of the Whole Conference.—British Wireless Service.

ANOTHER REFUSAL.

POLITICIANS GROW WARY IN FRANCE.

NO CABINET YET.

Paris, Yesterday.

M. Laval, the ex-Minister of Labour, has abandoned the task of forming a Government.—Reuter.

KWANGSI REBELS TO SURRENDER?

"Their Only Course," Says Colonel Hu.

FIGHTING LIKELY.

Canton Yesterday.

Interviewed, Colonel Hu Kam-ngar, of the Canton First Air Squadron of the 8th Route Army, said that the Kwangsi rebels could seek no other recourse than a conditional surrender. In his recent flight over the Nanning city, he found that all gates were thrown wide open as ordinarily and that most of the troops had evacuated the city, awaiting reorganisation outside.

No Canton troops were sent to the city, since it was not the aim of General Chan Chai-tong to occupy the city.

Troops under Generals Wang Yam-wan and Li Yang-king are now stationed in the vicinity of the city to keep a close watch of the rebels' movements under instructions from General Chan Chai-tong.

Fighting may be resorted to if the rebels offer resistance.—Canton News Agency.

PRIEST ROBBED.

TRICKSTER GETS AWAY WITH A TYPEWRITER.

FORGED LETTER.

Canton, Yesterday.

A certain American priest, residing on the 2nd floor of 17, Mantak Road, Canton, left his maidservant at home in the evening while he went out on business. Taking advantage of his absence, a young man, aged about 30, came to his resident, on the pretence of taking the typewriter (worth $300) at the order of the priest. On receiving from him a forged letter bearing the priest's signature, the maidservant unsuspectingly allowed him to take the typewriter away from the priest's room and the thief made good his escape. On his return, the priest found from the servant's report that he had been robbed and he reported the matter to the Police. — Canton News Agency.

MR. SUN FO.

CHINESE MINISTER COMING TO HONG KONG.

TO SEE HIS MOTHER.

Canton, Yesterday.

According to an official source, Mr. Sun Fo, Minister of Railways, left Nanking for Shanghai on Sunday and will probably proceed to Kwangtung.

The Minister is expected to return to Macao to see his mother after his arrival in Hong Kong. After a tour of inspection of various places in Chung Shan district he will come to Canton.—Canton News Agency.

CHINA'S IDLE.

CANTON'S SCHEME FOR RELIEF WORK.

RESOLUTION PASSED.

Canton, Yesterday.

Under instructions from the Canton Municipal Government, a meeting was held at the Bureau of Social Reforms to discuss plans for the relief of the unemployed overseas Chinese. A resolution was passed to urge all charitable institutions in the city to take part in the relief work, since it is their duty to shoulder all bona fide appeals, regardless of their origin. It was also decided that all charitable institutions, Beggar's Asylum and unsued public buildings be temporarily fixed up for the accommodation of the unemployed.—Canton News Agency.

FATALITY AT WHARF.

The sudden breakage of a wooden derrick on a lighter, alongside the new wharf at the Kowloon Godowns yesterday was the cause of the death of Po Kwan-yau, residing at 334 Reclamation Street, and serious injury to Lai Fu, of the same address.

Po died soon after admission to hospital.

TONG WAR AT ABERDEEN.

Hoklos and Hakkas Fall Out.

BAMBOOS AND CROCKERY.

Seven Hoklos and two Hakkas appeared this morning before Mr. R. E. Lindsell at the Central Magistracy charged with having behaved in a disorderly manner by fighting in Aberdeen. A tenth combatant absented himself and had his bail of $10 estreated.

Police Sergeant Cunningham said that it was a climax to ill-feeling between the Hoklos and Hakkas working at the new upper dam at Aberdeen. About ten days ago he had to visit the workers, as they had gone on strike through the misinterpretation of an order. Yesterday, at three o'clock it transpired that a number of Hoklos, including a woman, were engaged in carrying earth. Near by there were others engaged in cutting stones, and, it is alleged, one of these latter threw a stone and hit the woman on the back. The third accused (a foreman of the Hoklos) was seen to hand out about 20 bamboo poles for the affray. The Sergeant found that a large quantity of earthenware cups and other crockery had been broken in the compound between the two sheds. It was the woman who was the cause of the trouble.

After evidence had been given, his Worship said that as there was no evidence of having taken part in the fight against the first and fifth accused, he would discharge them. It was clear that the Hoklos were the aggressors, and that it was they who had gone up the hill to attack the Hakkas. He discharged the fourth and tenth accused, holding that because they were Hakkas it was unfair to punish them. The evidence of the Hakka foreman was perfectly clear that the Hoklos went up the hill and deliberately attacked the Hakkas over some prior trouble. He fined the third and eighth accused $25 each, with the alternative of fourteen days' jail. The rest were fined $5 or, in default, seven days' jail each. His Worship further ordered them all to be bound over in bonds of $100 each to keep the peace for a year.

FIRE ON EMPRESS OF SCOTLAND.

All Hope of Saving Liner Abandoned.

OIL FUEL IGNITES.

Rugby, Yesterday.

The liner Empress of Scotland (25,000 tons), which was recently sold for £42,000 for dismantlement at Blyth, Northumberland, caught fire early this morning. When built in 1905 she was the world's biggest boat. The fire spread rapidly, in spite of the combined efforts of several fire brigades and a fleet of fire floats augmented from the Tyne. This afternoon all hope of saving the ship was abandoned when 300 tons oil fuel in her bunkers ignited.

Earlier News.

The former passenger liner Empress of Scotland, of 25,000 tons, which arrived at Blyth, Northumberland, last week, to be dismantled, caught fire during last night and its total destruction is feared.

The outbreak is believed to have been caused by a fused electric cable.

There is some danger of the fierce blaze exploding the fuel tanks although three fire brigades on land and four tugs are pouring water into the ship. The firemen are wearing masks, and in spite of the risk are boarding the vessel to get more completely to work on the flames. — British Wireless Service.

An English group, Anglo-Western Oils, has entered the Southern Alberta oil development [illegible]

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $20,000,000
Reserve Funds:—
Sterling £6,500,000
Silver $9,500,000
Reserve Liability of Proprietors $20,000,000

HEAD OFFICE: HONG KONG.

BOARD OF DIRECTORS:—
J. A. Plummer, Esq. Chairman.
Hon. Mr. C. G. S. Mackie. Deputy Chairman.
W. H. Bell, Esq. Hon. Mr. J. J. Paterson.
A. H. Compton, Esq. T. E. Pearce, Esq.
B. Lander Lewis, Esq. T. H. R. Shaw, Esq.
J. Miskin, Esq. J. P. Warren, Esq.
Chief Manager.
V. M. Grayburn, Esq.

BRANCHES:—

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CHEFOO	NAGASAKI
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HAIPHONG	RANGOON
HAMBURG	SAIGON
HANKOW	SAN FRANCISCO
HARBIN	SHANGHAI
HONGKEW	SINGAPORE
ILOILO	SOURABAYA
IPOH	SUNGEI PATANI
JOHORE	TIENTSIN
KOBE	TOKYO
KOWLOON	TSINGTAO
KUALA LUMPUR	YOKOHAMA

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hong Kong, 1st April, 1930.

HONG KONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONG KONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
V. M. GRAYBURN, Chief Manager.

Hong Kong, 16th July, 1930.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY)

BANKERS.

Established 1824.

Hong Kong Office:—11, Queen's Road Central.

Authorised Capital ..... Guilders 150,000,000 (£12,500,000.)
Paid-Up Capital ..... Guilders 80,080,000 (£6,669,170)
Reserve Fund ..... Guilders 40,015,000 (£3,334,583)

Head Office:—AMSTERDAM*
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Djember, Djokjakarta*, The Hague*, Jeddah, Kobe, Kota-Radja, Makassar, Medan, Padang Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Sourabaia, Soerakarta (Solo), Tegal, Tjilatap and Weltevreden*.

* These offices have safe deposit boxes to let.

London Bankers:—National Provincial Bank Ltd.
Correspondents all over the world
Banking business of every description transacted.

A. STOKKINK, Acting Manager.

Hong Kong, 18th August, 1930.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE:
96, Boulevard Haussmann, Paris.

Subscribed Capital .Frs. 72,000,000.00
Paid-Up Capital ...Frs. 68,400,009.00
Reserve Funds Frs.102,000,000.00

BRANCHES:

Bangkok	Hong Kong	Quinhon
Battambang	Hue	Saigon
Cantho	Mengtze	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Nenmea	Thanhea
Fort-Bayard	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Vinh
Hanoi	Pondicherry	Yunnanfu

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial & Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.

A. LECOT, Manager.

Hong Kong, 1st May, 1929.

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Capital (fully paid-up) Yen 100,000,000
Reserve Fund .....Yen 113,500,000

Head Office:—YOKOHAMA.

Branches and Agencies at:

Alexandria	Nagoya
Batavia	Newchwang
Bombay	New York
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(Temporarily closed).	Peking
Calcutta	Rangoon
Canton	Rio de Janeiro
Changchun	Saigon
Dairen (Dalny)	San Francisco
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Hamburg	Semarang
Hankow	Shanghai
Harbin	Shimonoseki
Hong Kong	Singapore
Honolulu	Soerabaya
Kai Yuen	Sydney
Karachi	Tientsin
Kobe	Tokyo
London	Tsinanfu
Los Angeles	Tsingtau
Lyons	Vladivostock (Temporarily closed)
Manila	
Nagasaki	

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

H. MORI, Manager.

Hong Kong, 10th September, 1930.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

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AMRITSAR	KUCHING
BANGKOK	MADRAS
BATAVIA	MANILA
BOMBAY	MEDAN
CALCUTTA	NEW YORK
CANTON	PEKING
CAWNPORE	PENANG
CEBU	PESHAWAR
COLOMBO	RANGOON
DAIREN (Dalny South Manchuria)	SAIGON
DELHI	SEMARANG
HAIPHONG	SEREMBAN.
HAMBURG	SHANGHAI
HANKOW	SINGAPORE
HARBIN (N. Manchuria)	SOURABAYA
HONG KONG	SUNGEI PATANI (F.M.S.)
ILOILO	TAIPING (F.M.S.)
IPOH	TAVOY
KARACHI	TIENTSIN
KLANG	TOKYO
KOBE	TONGKAH (Bhuket)
KUALA KANGSAR (Perak F.M.S.)	TSINGTAO
	YOKOHAMA
	ZAMBOANGA (Philippine Islands)

Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hong Kong, 8th January, 1929.

THE HO HONG BANK, LTD.

(Established 1917.)

HEAD OFFICE:—SINGAPORE.
Hong Kong Branch: 13, Queen's Rd. C.

Authorised Capital	Straits	$20,000,000
Issued Capital	"	8,000,000
Paid-up Capital ...	"	4,000,000
Reserve Liabilities of Shareholders .	"	4,000,000
Surplus	"	2,526,000

Branches, Agencies and Correspondents in the principal cities of the world.

Every description of Banking and Exchange business transacted.

TAN ENG HOOI, Manager.

THE AMERICAN EXPRESS COMPANY, INC.

Head Office: 65, Broadway, New York.

Capital .....U.S.$6,000,000
Surplus .....U.S.$1,572,454
Reserves .....U.S.$1,908,209

BRANCHES:—

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Bremen	Lido	Rotterdam
Brussels	London	Rome
Buenos Aires	Liverpool	Stamboul
Cairo	Lucerne	Shanghai
Calcutta	Lugano	Southampton
Cannes	Luxor	Singapore
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E. W. DUGGAN, Manager.

THE BANK OF CHINA.

中國銀行

Reorganised October 26, 1928, under special charter of The National Government as an

INTERNATIONAL EXCHANGE BANK.

Subscribed Capital $25,000,000.00
Paid-Up Capital $24,710,200.00
Reserve Funds .....$ 3,820,503.82

HEAD OFFICE: SHANGHAI.

HONG KONG BRANCH:
4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchanges.

We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHEN, Manager.

Hong Kong, 5th March, 1930.

MINERS' HOURS.

PROPOSED INTERNATIONAL CONVENTION.

AGREEMENT WITH POLAND.

Rugby, Yesterday.

A considerable measure of agreement has been reached in the discussions of the last two days between the Secretary for Mines, Mr. Shinwell, and representatives of the Polish Government on a proposed international convention on working hours in coal mines.

The Polish representatives have accepted the view put forward by Mr. Shinwell that any agreement between the British and Polish mining industries, to be of advantage to Britain, must include Germany. Mr. Shinwell promised that he would endeavour to secure a preliminary conference between British, German and Polish owners as soon as possible.

Sir Ernest Gowers is to be the chairman of the Coal Mines Reorganisation Commission, set up under the Coal Mines Acts, to further the reorganisation of the mining industry and promote amalgamations among undertakings when this is in the national interest.

Sir Ernest Gowers is vacating his present post of Chairman of the Board of Inland Revenue to preside over the Commission. He was for many years Permanent Under Secretary for Mines.—British Wireless Service.

RUBBER RESEARCH.

BILL IN THE HOUSE OF COMMONS.

£15,000 A YEAR.

London, Yesterday.

The text is issued of the Rubber Industry Bill, providing that all rubber manufacturers in the United Kingdom and Northern Ireland shall contribute a sum not exceeding one twenty-fifth of a penny per pound, in respect of all rubber they use, in order to place the British Rubber Manufacturers' Research Association on a sound basis.

The operation of the Bill is limited to five years, and the contributions to an average of £15,000 a year.—Reuter.

A returned soldier farmer at Chilliwack, B.C., after many years of experiment, has produced a white tomato, which is non-acidic and has been cultivated especially for its medicinal purposes.

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Hong Kong, 14th May, 1930.

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KAN TONG PO, Chief Manager.

COTTON FUTURES.

POLICY OF THE EGYPTIAN GOVERNMENT.

ORIGIN OF RUMOUR.

Cairo, Yesterday.

The Government's rumoured intention to close temporarily the cotton futures market, arose apparently from the Government's belief that the fall in cotton prices was due to bear operations, but experts attribute the fall in the price of sakellaridis to the fact that two million kantars of sakellaridis are now at Alexandria, enough to meet the whole normal requirements of the season, while two thirds of the sakellaridis crop has not yet arrived; but the ashmouni cotton is moving off satisfactorily and the price is being relatively well maintained.—Reuter.

GOLD BOUNTY.

AUSTRALIAN HOPES OF SALVATION.

Canberra, Yesterday.

Moving in the House of Representatives the second reading of the Gold Bounty Bill, providing for a bonus of a pound sterling per ounce on all gold produced in Australia in excess of the average yield for the years 1929/30 and 1930/31, Mr. Forde, the Minister without portfolio, said that in past crises gold had proved Australia's salvation. She was again looking to gold to extricate her from her economic dilemma.

Steps would be taken immediately to extend the operations of the Australian gold mines.—Reuter.

THEATRE ROYAL.

December 12, 13, 15, 18, 19 and 20 at 9 p.m.

Matinee: Wednesday, December 17 at 4.30 p.m.

(Children half price).

"THE YEOMEN OF THE GUARD."

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SPORT NOTICES

THE HONG KONG JOCKEY CLUB.

THE THIRTEENTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 13th December, 1930, commencing at 2 p.m. The first bell will be rung at 1.30 p.m.

MEMBERS' ENCLOSURE.

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure. Badges admitting non-members to the Members' Enclosure and Club Rooms at $5 for Gentlemen and $2 for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain upon application to the Secretary badges (Limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying. On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.

The Price of admission to the Public Enclosure is $1 for all persons including ladies and is payable at the gate. Soldiers and Sailors in uniform are admitted half price.

Bookmakers, Tic Tac men, &c. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

By Order,
C. B. BROWN, Secretary.

Hong Kong, 10th Dec., 1930.

COMPANY MEETINGS

UNION WATER BOAT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Offices of Messrs. Dodwell & Co., Ltd., Queen's Building, Victoria, in the Colony of Hong Kong at 11 o'clock in the Forenoon on MONDAY, the 8th day of December, 1930, for the purpose of considering and, if thought fit, passing the following resolutions as Extraordinary Resolutions:—

1. That the Articles of Association of the Company be amended as follows:—

(a) By the insertion immediately after Article 43 of the following new Article, namely,

43 (A) The Company may by ordinary resolution cancel any shares which at the date of the passing of such resolution have not been taken or agreed to be taken by any person, and diminish the amount of its share capital by the amount of the shares so cancelled.

(b) By the insertion immediately after Article 102 of the following new Articles, namely,

102a. The Company may at any time and from time to time in general meeting by resolution authorise the General Managers to capitalise any profits of the Company not required for the time being for payment of dividend upon any preference shares of the Company or other shares issued upon any special conditions, whether standing to the credit of the Company's reserve fund or otherwise, and including profits arising from the appreciation in value of capital assets, and to allot to the members holding shares of the Company in respect of the net amount capitalised fully paid shares of the Company of equivalent nominal amount, and the General Managers shall give effect to any such resolution accordingly, and any shares allotted pursuant to any such resolution shall be distributed among the members holding shares of the Company so far as practicable in proportion to the number of shares held by them respectively, and shall be credited as fully paid by means of the profits so capitalised and the General Managers may make such provision by the issue of fractional certificates or by the payment of cash or by sale and distribution of the proceeds or otherwise as they may think expedient for the case of fractions. The General Managers may appoint any person on behalf of the members to enter into any agreement with the Company providing for the allotment to them of such shares credited as fully paid up, and in satisfaction as aforesaid and any agreement made under such authority shall be effective.

102b. The General Managers may, with the sanction of the Company in General Meeting, declare a dividend to be paid to the members according to their rights and interests in the profits, and may fix the time for payment and may with the like sanction declare and pay a dividend or bonus out of any reserve fund and fix the time for payment thereof and may with the like sanction declare and pay bonuses to the Company's employees or any of them.

AND NOTICE is hereby further given that a further Extraordinary General Meeting of the Company will be held at the same time and place on TUESDAY, the 23rd day of December, 1930, for the purpose of receiving a report of the proceedings at the above mentioned meeting and of confirming if thought fit as a Special Resolution the above mentioned Resolution.

AND NOTICE is hereby further given that a further Extraordinary General Meeting of the Company will be held at the same place on TUESDAY, the 23rd day of December, 1930, at 11.05 o'clock in the Forenoon or so soon thereafter as the above meeting shall have terminated, for the purpose of considering and, if thought fit, passing the following resolutions, namely:—

1. That the Company do hereby cancel all shares (namely, 22277 shares numbered 27724 to 50000) which at the date hereof have not been taken or agreed to be taken by any person, and do hereby diminish the amount of its share capital by the amount of the shares so cancelled.
2. That the Capital of the Company be increased from its diminished capital of $194,061.00 Hong Kong Currency divided into 27,723 shares of $7.00 each to $500,010 Hong Kong Currency divided into 71,430 shares of $7.00 each and that such additional shares shall rank in all respects pari passu with the original capital of the Company.
3. That the Directors be and they are hereby authorised to capitalise the sum of $77,630 profits of the Company standing to the credit of the Company's Reserve Funds and to allot to the members holding shares of the Company as on the first day of January, 1931, in respect of the net amount capitalised fully paid shares of the Company of equivalent nominal value in the proportion of two shares for every five shares of the Company then held by such persons respectively and that such shares so allotted shall rank for dividends as from the 1st day of January, 1931.
4. That if on such distribution as aforesaid any person would be entitled to a fraction of a share the General Managers shall in lieu of issuing fractional certificates cause the whole share to be allotted to a person or persons to be named by the General Managers and such share may at such time as the General Managers think fit be sold and the proceeds distributed amongst the persons entitled to the fractions making up the share.
5. That the Directors be and they are hereby authorised out of the profits of the Company standing to the credit of the Company's Reserve Funds to pay to the members holding the 27723 existing shares of the Company as on the 1st day of January, 1931, a sum equal to $6.00 for every five shares of the Company then held by such persons respectively by way of a bonus dividend out of the profits of the Company.

Dated this 27th day of November, 1930.

Per Pro. DODWELL & CO., LTD.,
J. P. WARREN, Manager.
General Managers.

GENERAL NOTICES

R. A. O. B. CLUB.

THE ANNUAL MEETING of the R.A.O.B. Club will be held on THURSDAY, December 18, commencing at 7 p.m. It is hoped all members will attend.

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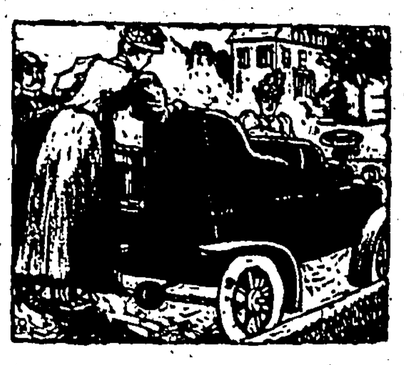

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Overland China Mail.

A WEEK'S PAPERS IN ONE.

The rescue by boats' crews of H.M.S. Suffolk of the crew of the Dutch schooner Hedwig, set ashore on the Pratas Shoals, is fully described in the current *OVERLAND CHINA MAIL.*

Rotary made an auspicious debut in Hong Kong, when over 100 members of the newly-formed Club attended the inaugural dinner. The *OVERLAND CHINA MAIL,* in a detailed report of the proceedings, deals with the history, growth, and aims of Rotary, as outlined in the speech of the visiting organizer, Mr. J. W. Davidson.

A mild "run" on the local branch of the National City Bank of New York during the week was thought to have been brought about by the machinations of unscrupulous small coin dealers. Rumours as to the finances of the Head Office of the Bank in New York were finally set at rest upon receipt of an official denial, authorised by the United States Government. The *OVERLAND CHINA MAIL* gives full details.

The dollar continues to dwindle, and further low records were reached during the week. The *OVERLAND CHINA MAIL* reports its downward progress.

The sports season is now in full swing, a successful boxing tournament, the first of the season, attracting a packed house to the Theatre Royal. The *OVERLAND CHINA MAIL* staff of experts deal with every aspect of local sport.

An aeroplane crash, involving four deaths, two being foreigners, is reported from the Yangtsze area. A China Airways machine, in taking off, struck the mast of a junk, with terrible results. The pilot, an American, was instantly killed, whilst a prominent Chinese General suffered grave injuries. The *OVERLAND CHINA MAIL* contains despatches on the subject.

There is no phase of the life of the Colony or of China that does not receive attention in the *OVERLAND CHINA MAIL* — the weekly paper that *YOU MUST ORDER NOW.*

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and Chinese news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at the cost only of $4 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains the news and special features from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters from Home, Australia, and Canada testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the most popular weekly news budget, as it has been compiled just to suit present-day requirements, as it has done all along. What more could be desired?

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Donations and Subscriptions must now be sent to the Hon. Treasurer, Mrs. H. E. Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY

PEARY'S NORTH POLE TRIP.

Eskimos Say He Did Not Reach His Goal.

Toronto, Oct. 24.

Major T. Burwash, who recently flew to King William's Land, in the Arctic, and found relics of the Sir John Franklin party, states in an interview here that he met Eskimos who formed part of the Peary North Pole expedition in 1909.

He is quoted as saying:—"Those Eskimos didn't know anything about Poles. The word meant nothing to them. But when asked whether the white man, Peary, had reached his destination, the Eskimos indicated that he had not.

"They told me that there had been evidence of despondency among members of the party. There was no sign of jubilation which such a discovery would naturally give rise to—no rejoicings or feasts."

Reliable Authority.

Major Burwash, as head of the Nort-West Territories Department, has been 33 years in the Arctic, and is regarded of a reliable authority with no axe to grind.

His doubt of the claim by Peary has been shared in official quarters for some years, chiefly on the ground of the short time which the dash to the Pole and back was said to have occupied.

[Robert E. Peary, the American Arctic explorer, claimed to have reached the North Pole in April, 1909. His companions were his negro servant and four Eskimos.

The other white men in his expedition—there were six originally—had been gradually sent back as supplies diminished. Capt. Bartlett, who was the last one to leave Peary, turned back in 87 degrees north, the highest latitude then ever reached.

Peary, in the account of his journey he published, said his party remained at the Pole 30 hours, took observations, and on sounding, a few miles from the Pole, found no bottom at 1,500 fathoms.]

ARRIVALS OF SHIPS.

Tuesday, Dec. 9.

Chinhua, British str., 1,353 tons, Capt. A. N. Taylor, from Canton, buoy No. B40.—B. & S.

Kaying, British str., 1,572 tons, Capt. J. D. Fraser, from Swatow, buoy No. B13.—B. & S.

Kinzan Maru, Japanese str., 998 tons, Capt. T. Matsumoto, from Swatow, buoy No. B21.—N.Y.K.

Sourabaya Maru, Japanese str., 2,728 tons, Capt. A. Ikezoe, from Tawao, buoy No. A4.—O.S.K.

Tjibadak, Dutch str., 4,800 tons, Capt. P. Lems, from Tanjong Paudan, buoy No. A7.—J.C.J.L.

Wednesday, Dec. 10.

Chang Kiang, French str., 1,717 tons, Capt. L. J. Cruchon, from Shanghai, buoy No. A9.—Sing Kee & Co.

Chung Kong, Chinese str., 447 tons, Capt. Kwok Shau, from Tourane, buoy No. C20.—Yau Lee & Co.

G. G. Maurice Long II., French str., 561 tons, Capt. P. Agostini, from Tourane, buoy No. C22.—M. M. & Co.

Hai Ning, British str., 2,080 tons, Capt. A. H. Stewart, from Swatow, Douglas Wharf.—Douglas Lapraik & Co.

Helikon, British str., 1,219 tons, Capt. W. Lee, from Saigon, buoy No. B17.—Wo Fat Sing.

Hiroshi Maru No. 3, Japanese str., 940 tons, Capt. Y. Okada, from Keelung, Yaumati Anchorage.—M.B.K.

Hong Hwa, British str., 1,924 tons, Capt. J. H. Gregory, from Singapore, buoy No. A10.—Ho Thong & Co.

Hozan Maru, Japanese str., 2,347 tons, Capt. H. Oyama, from Swatow, O.S.K. Wharf.—O.S.K.

Hydrangea, British str., 561 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Kaga Maru, Japanese str., 3,615 tons, Captain M. Tauni, from Shanghai, Kowloon Wharf.—N.Y.K.

Kiku Maru, Japanese str., 1,939 tons, Capt. M. Yamamoto, from Sakito, buoy No. B50.—M.B.K.

Kueichow, British str., 1,220 tons, Capt. D. Williams, from Chefoo, buoy No. B48.—B. & S.

Nanchang, British str., 1,488 tons, Capt. G. A. Evans, from Swatow, buoy No. B37.—B. & S.

Taming, British str., 1,356 tons, Capt. J. H. Hodgkiss, from Swatow, buoy No. A29.—B. & S.

Tsinan, British str., 2,100 tons, Capt. J. W. Tinson, from Canton, buoy No. B23.—B. & S.

Yat Shing, British str., 1,424 tons, Capt. C. Alexandre, from Canton, buoy No. B32.—B. & S.

AMERICA'S NAVY.

NEW TRAINING SQUADRON ANNOUNCED.

ARKANSAS'S LONE HAND.

The Navy Department of the United States has announced the formation of a new Naval Training Squadron, created as a part of the Navy's policy to bring the Navy within the limitation fixed in the London Naval Treaty. This new unit will be commanded by Rear-Admiral Harley H. Christy, now commanding the Fourth Division of the Battle Fleet.

The Training Squadron will comprise the Battleships Wyoming and Arkansas and two divisions of destroyers, although the Wyoming will be placed in a status of unfit for war services by the removal of her armour plate, three of her 12-inch turrets and reduction in speed by mutilating or scrapping of some of her boilers. Of the eight destroyers assigned to the squadron, three are now operating in the Scouting Fleet and the other five are with the Battle Fleet on the Pacific Coast.

When the final re-organization of the Navy is accomplished, the Wyoming and the Arkansas will be the only first-line ships in the Atlantic, and the Arkansas as the lone first-line fighting ship.

The two battleships in the training squadron will operate with a reduced complement of 463 men each; the eight destroyers with a reduced complement of 50 men each. The Training Squadron will be utilized for the midshipmen's cruises, Naval Reserve cruises, Reserve Officers Training Corps cruises and for local celebrations along the Atlantic Coast.

—Three of Uncle Sam's battleships are now undergoing initial preparations for their exit from the United States fleet in accordance with the provisions of the London Naval Treaty. They are the Florida, Utah and Wyoming, three of the Navy's first superdreadnoughts, three fighting ships that have proved themselves both in the fleet and in foreign waters. The Florida will be scrapped, the Utah is intended for conversion to a radio-controlled target and the Wyoming is to be made into a training ship. Work on the Florida and Wyoming will be done at the Philadelphia Navy Yard, while the Utah will be converted at Norfolk.

The Florida still is rated as the Navy's fastest battleship. The Wyoming won honours in battle efficiency in 1914 and first honours in engineering competition in 1928. The Utah has twice won the fleet's engineering trophy, first in 1912 and later during her last year of active commissioned service.

The Wyoming's conversion to a training ship involves the stripping of all armour and the removal of all ammunition in excess of the quantity required for target practice for the guns remaining aboard. Her maximum speed will be cut to 12 knots by the mutilation or removal of boilers.

Its a sad ending for three great ships of America's vanishing navy.

WARSHIPS IN PORT.

The following British warships are in harbour to-day:—

Berwick—West wall dock
Bruce—No. 6 buoy
Cicala—In dock.
Cornflower—No. 13 buoy.
Herald—No. 4 buoy.
Iroquois—No. 7 buoy.
Marazion—In dock.
Medway—North arm.
Otus—East wall.
Seamew.—No. 11 buoy.
Serapis—No. 12 buoy.
Sepoy—No. 8 buoy.
Somme—No. 10 buoy.
Sterling—No. 8 buoy.
Stormcloud—South wall.
Suffolk—No. 3 buoy.
Tamar—Basin.
Thracian—South wall.

Foreign Man-of-War.

Vigilante—French gunboat.

CONSIGNEES' NOTICE

Consignees of Cargo ex m.v Tudor, transhipped from m.v. Tai Shan are reminded to take delivery of their goods which will be subject to rent after December 16.

DELAWARE COAST TRAGEDY.

8 Lost When Steamer Founders.

New York, Oct. 29.

The steamer Mallory, of the Clyde Line, reached the port of New York this morning, bringing news of the sudden foundering of the cargo vessel Barbados in a storm off the Delaware coast in the small hours of Sunday morning, with the loss of six men, a woman, a boy.

On board the Mallory were the six survivors of the 14 persons who sailed in the Barbados for the island of Barbados on Friday, since when nothing had been heard of the vessel. It now appears that her engines were put out of action by the storm late on Saturday night. According to the captain it was just after midnight when he decided to abandon ship. He sent word of this to five people who were below decks at the time—Mr. E. G. Valverde, a West Indian negro and the owner of the vessel, his wife, two engineers, and Mr. Valverde's negro chauffeur, whose only known name was Willie. Before these five could come on deck and reach the lifeboat a violent tremor suddenly shook the Barbados, and a moment later she went to the bottom.

The nine on deck were thrown into the water, but six of them managed to clamber into the lifeboat, which had apparently already been cast off clear of the ship. They rowed about and picked up the other three who had been on deck with them. These three, who had been in the icy water a long time before they were picked up, collapsed and died one after the other. The survivors rowed 12 hours with the three corpses lying in the boat. They finally threw them into the sea. They had been in the lifeboat 68 hours before being rescued by the Mallory.

TURKISH RESTRICTIONS.

Salvage Operations In The Dardanelles.

It is pointed out in the London insurance market in connection with the limitation of salvage operations in Turkish waters to Turkish vessels, that the Dardanelles are now international waters and that the present magnitude of the traffic passing between Europe and the Black Sea makes the restrictions put on salvage craft and operations particularly inapropriate. The suggestion has been made that the restrictions on competition among salvage firms should be taken into account in terms of insurance, for it is feared that they may have the effect of raising the costs to underwriters of salvage and repairs. In the long run, doubtless, efforts would be made to transfer any additional costs to shipowners, who, in the present depressed time, are anxiously looking for means of economizing.

PASSENGER LISTS.

DEPARTURES.

Per m.s. Chichibu Maru for San Francisco via port on December 11:—

Dr. Armando Navarro, Miss L. Gutterres, Mr. F. Respinger, Mr. and Mrs. J. Gorlovsky, Mr. P. H. Barton, Mr. H. S. Lindsay, Mr. Peter Haehule, Mr. H. Merecki, Mr. I. Tominori, Mr. L. M. Hsu, Mr. Y. Ohtsuka, Mr. Y. Hirooka. Mr. Parmanand Hassaram, Mr. S. Ikeda, Mr. G. Adachi, Mr. T. Hakamazuka, Mrs. Frances Cabading, Mr. and Mrs. S. D. Baker, Miss M. F. Patterson, Miss Phyllis Barker, Mrs. Helen Bonsall, Pastor and Mrs. F. W. Smith, Miss Erville Smith, Miss Mildred Smith, Mrs H. L. Exon, Mr. F. D. Sumner. Mr. and Mrs. H. B. Aznoe, Miss L. Busecke, Mrs. Delfina de Jonfe, Mr. Juan Chan.

Per s.s. Empress of Asia on December 10:—

Mr. L. Foxall, Mr. H. Glour, Dr. and Mrs. Jackman, Mtr. R. Gardner, Mr. A. Joseph, Mr. R. Loffebolz, Mr. J. S. Landolt, Mr. and Mrs. V. H. Lanning, Mr. and Mrs. A. H. Matthews, Mr. C. H. Scott-Moncrief, Mr. Nicoll, Mr. V. W. Ribbons, Mr. I. de Silva, Mr. W. B. Serfess, Mr. K. Vozel, Major P. Williams, Dr. and Mrs. A. O. Wall, Miss A. M. Wall, Miss B. A. Wall.

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NAUTICAL INVENTIONS.

A New Lifeboat Launching Gear.

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Fri. 12	m 1 19 4 27 a	7.3 4.7	m 9 17 7 31 a	1.4 4.4
Sat. 13	m 2 51 5 11 a	6.7 5.1	m 10 16 9 51 a	1.8 4.3
Sun 14	m 4 14 5 50 a	6.1 5.6	m 11 9 11 43 a	2.2 3.7
Mon. 15	m 5 31 6 28 a	5.6 6.1	m 11 51	2.6
Tues. 16	m 6 57 7 0 a	5.3 6.7	m 1 2 0 26 a	2.9 3.0
Wed. 17	m 8 9 7 32 a	5.0 7.2	m 1 57 0 59 a	2.2 2.8

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Mon. 15	m 5 33	5.5	m 11 51	2.6
	6 26 a	6.1		
Tues. 16	m 6 52	6.3	m 1 2	2.9
	7 0 a	6.7	0 26 a	3.0
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The China Mail

[Every evening except Sunday. Annual subscription, excluding postage abroad, H.K. $36, payable in advance. Local delivery free.]

Overland China Mail

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Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers,
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES—
Business Office: 20032.
Editorial Department: 24641.
Cable Address:—Mail, Hong Kong.

All communications should be addressed to the Newspaper Enterprise, Ltd., to whom all remittances should be made payable.

London Offices:—S. H. Bywaters & Co., Ltd., 36-38, Southampton Street, Strand, W.C.2.

Hong Kong, Thursday, Dec. 11, 1930.

Why the Dollar Has Dropped.

If people want to know why the dollar has dropped, they should go into the question in the proper manner. If they think they can solve the problem by sitting on their hams and blaming the Banks, then they are very much mistaken. The problem in neither so vast nor so intricate as the reiterant cacophany of a thousand opinions has led us to imagine. It is the remedy that is so difficult to find, and if the brains of of our Treasury Department are unable to do something other than to balance the loss of revenue by imposing a burden of taxation upon the business men of the Colony and their employees, it is quite certain that the Currency Commission will find no solution. The slump in silver, which is the direct cause of the drop in the dollar, may be attributed to the efforts of Great Britain to establish the pound sterling in India by dumping on to the world market at any price silver that has been hoarded for years in the interior of India. This dumping approximates 57,000,000 ounces annually, but there remains in India between five to seven billion ounces which will ultimately be unloaded on the world market. This continued dumping has caused the abnormal fall in the value of silver and China has been the greatest sufferer.

In this connection, it is interesting to recall, as Mr. Bronson Rea points out in the current issue of the Far Eastern Review, that the Nationalist movement received its first impetus in 1925 through the South China boycott against Hong Kong and British goods, causing immense losses to British trade and prestige. The Kuomintang leaders in Canton cheerfully paid out several millions of dollars to clothe, feed and house the boycotters and strikers during the year or more that the movement was in full force. Since then, in alliance with the Soviet, it concentrated its activities on ruining Britsh trade in China.

If we were given to moralising, it would be easy to point out that the so-called "capitalistic nations" have ways of retaliating other than by military force and if Great Britain had deliberately set out to even up the score with China, she could not have found a more efficient way to revenge herself than by manipulating the silver exchange to the disadvantage of China. The Kuomintang, or the Nationalist Government, nearly wrecked Hong Kong and British trade with China. A few years later Great Britain, through India, cuts the wealth of China in half and reduces it to a state of bankruptcy.

The moral is that boycotts and trade wars work both ways. China scored her victory over Britain and is now paying the penalty. When the British Government protested time and again against the unwarranted interference with its trade, it was politely informed by the Chinese authorities that they could not control the patriotic protests of its people against Imperialistic policies. Yet the day arrived when the Chinese Minister to the Court of St. James had to be instructed by Nanking to make representations to the British Government in the matter of Indian silver sales and their adverse effect upon the currency and commerce of China. In the first flush of its enthusiasm, when it had Great Britain "on the run," the Kuomintang never thought that the tables might be turned and China brought to the verge of ruin and forced to appeal to the friendly offices of "Imperialistic Britain" for relief. Naturally the British Government cannot dictate to the hundreds of millions of its Indian subjects what they shall do with their hoarded wealth of gold and silver, and if the value of the latter is now reduced through the stabilisation of the rupee, the rest of the world must expect these people to dump their silver hoardings on the market. If this hoarded wealth approximates five to seven billion ounces of silver, and the people of India keep on unloading, any silver loan to China to stabilise the exchange would be only a temporary expedient, calling for another billion within the next year again to stabilise exchange and so on, until India's hoardings of the metal are replaced by gold. It would seem that, in the present situation, Great Britain holds the trump cards, although it is exceedingly unfortunate that non-Chinese interests in the Orient should be made to suffer.

News in Brief.

H.E. the Governor has appointed Monday, February 2, as the date for the annual inspection of the St. John Ambulance Brigade.

To-morrow 145 bags of sulphate of ammonia (more or less damaged) are to be sold by Messrs. Lammert Brothers at Holt's Wharf at 11 a.m.

Overcome by an epileptic fit, Chan Sing, a cook employed by the Indians at No. 2 Police Station, was yesterday sent to the Government Civil Hospital.

The first auction of toys during the Christmas season is advertised to be held in Lammert's auction rooms on Tuesday at 2.30 p.m. They will be on view on Monday.

Please Note.—The Helena May Institute Annual General Meeting will be held at the Helena May on Tuesday, December 16, at 10 a.m. and not at 11 a.m. as previously advertised.—Advt.

The many friends of Mr. Archie Henderson, late of the Hong Kong Tramways, will be interested to learn that he was elected a member of the Gourock Town Council at the November elections.

Captain C. H. Williams, of the s.s. Kamo has notified the Police that between 6 a.m. on Tuesday and 8 a.m. yesterday, some person stole from the ship's forecastle an iron cable shackle valued at $20.

For snatching a handbag from Li Kit-shin at 7.45 last night in Nathan Road, a Chinese was sentenced to four months' imprisonment, and 12 strokes in the Kowloon Magistracy this morning.

Two British warships are going to Manila on January 17, for a ten-days visit. These are H.M.S. Kent and Petersfield. The British community and the United States army and navy authorities are planning a big welcome.

A Children's Pantomime will be given in the Helena May on Thursday, December 18, at 5.30 p.m.—"Jack and the Beanstalk." Please book teas from Matron, 22160. Members, Service men and children 30 cents each; non-members 50 cents.—*Advt.*

The annual bazaar of the St. Francis Convent branch of the Canossian Institute will be held on Sunday next, commencing at 10 a.m. It is hoped to secure a large support in aid of this deserving cause, as in former years. Holders of admission tickets who do not require them are asked to return them by Saturday at latest.

Observing that the evidence was not such that any jury could convict, Mr. R. E. Lindsell yesterday discharged a Sanitary Department coolie, Lau Lam, who was charged with robbery and violence, in Causeway Bay District on October 8. The complainant, Chan Loi, a coolie employed at the Electric Power Station, North Point, was not sure regarding visibility and other points.

A committal for trial at the Assizes was made by Mr. E. H. Williams in the Central Magistracy yesterday, in the case in which Au Shun-hing, managing partner of the Lai On firm, is charged with embezzlement and forgery, in respect of $3,500. For the defence, Mr. F. C. E. Rendall urged that nobody was defrauded by the effect of putting the firm's chop on a cheque for $6,100 issued by Gerin, Drevard & Co., which formed the subject of the forgery charge.

PRESUMED DROWNING.

The mysterious disappearance of a deck hand on the motor ship Vedor has been reported to the Police by Mr. J. Edwards, the chief officer.

He stated that the ship was lying along the Kowloon Godown wharf at about 3 a.m. yesterday, when Hans Martinsen (20), a motor man, was seen to fall overboard into the water.

The unfortunate man did not come to the surface, and he is believed to have been drowned.

At the present time there are 16,641 telephones in use in the City of Edmonton, as compared with 16,124 at the same time last year.

CHILD STOLEN.

WOMAN ADMITS THAT SHE PURCHASED HIM.

REMAND GRANTED.

Lei Chuen, Fung Tai-kwu (woman), Chiu Kam, and Wai Chau-fai appeared at the Kowloon Magistracy to-day on a charge of kidnapping a male child, Lai Hoi-lam (6), from 97, Prince Edward Road on November 11.

Giving evidence, Lam Sun-chan, a Chinese detective in charge of the kidnapping investigations in Canton, stated that after certain instructions, he, accompanied by fourth defendant and father of the child, went to Sze Kau village to search for Lai Kam-pui, the go-tween in the transaction.

At Sze Kau police station they discovered he had been under arrest for two days, and acting on his information visited a woman named Lei, who admitted purchasing the child, thinking him to be the son of Lei Chuen, first defendant, producing an agreement verifying that she had paid $340 to him.

After taking the Canton detective's evidence, Detective-Sergeant Fitches asked for a remand, and a hearing was granted on December 26."

FOR THE POOR.

ROSES AND FETE REALISE OVER $20,000

RESULTS OF RAFFLES.

The gross receipts during the St. Vincent de Paul Fete were over $9,000.

The total gross takings including the sale of roses and motor car tickets amount to $20,868.33.

The results of the various raffles were:—

Surprise Cake.—Gold Bracelet: Mrs. A. Xavier, One Sovereign: Inspector Murphy.

Embroidered Bedspread:—1st Prize: Mrs. P. Graca, 2nd Prize: Mr. P. A. Yvanovich, 3rd Prize: Mr. J. M. Noronha, 4th Prize: Mr. J. M. M. Alves.

Guessing Competition.—Turkey: Correct weight 14 lb. 7 oz. (Sergt. H. Daly and Mr. J. Kueen); Hen: Correct weight 11½ lb. (Mr. A. Wheeler); Goose: Correct weight 11 lb. 13 oz. (Miss C. E. Remedios.

American Stall.

1st Drawing:—Baby Doll, K. M. Talati; Doll, F. J. Tavares; Doll, Edrez d'Aquino; Eureka, J. M. Alves; Set "Ideal," M. d'Assumpcao.

2nd Drawing:—Tea Set, Simon Tsao; Tea Set, Miss G. Chao; Eureka Lam Wing-chin; Doll, Ho Hong; Knitting Set, E. W. J. Sun.

3rd Drawing:—Aluminium Tea Set, K. Shoon; Baby Doll, J. Lewis; Eureka, H. Dixon; Set Tiles, Chan Man-hin; Top, K. James.

4th Drawing:—Baby Doll, Gellatly; Doll, Jose Graca; Baby Doll, K. C. Fong, Eureka, Billy Alves; Game, F. Gonzales.

5th Drawing:—A1 Tea Set, F. K. Modi; Doll, Angelica Yau Sales; Twin Doll, Benny Omar; Roller, D. A. Xnario; "Ideal" set, A. K. Chan.

6th Drawing:—A1 Tea set, Cawdy Costa; Doll, E. Vas; Doll, G. A. Nalia; Eureka, J. Dobren; "Ideal" Set, Wm. Dorabjee.

7th and 8th Drawings;—Cancelled.

American Stall (Special).

1st Drawing:—Large Doll, Miss Lee; Doll, L. A. Roza; Doll, Chan Wing-yung; Canidrome, Lily Tsang; Top, R. E. Marques.

2nd Drawing, cancelled.

3rd Drawing:—Baby Doll, F. H. Lopes; Roll, Paul R. Kahn; Green Doll, Chan Leung; Doll, Alice Lopes; Top, Fawn.

4th Drawing:—Aluminium Tea Set, Joe Tavares; Doll, N. Nahan Singh; Doll, Cheong Licho; Doll, S. Lobato Faria; "Ideal" Set, F. de la Cruz.

5th Drawing:—Tea Set, F. C. Laurel; Doll, J. Situ; Doll, G. W. Cooper; Game, M. d'Assumpcao; Eureka, F. de la Cruz.

6th Drawing:—Aluminium Tea Set, Beatriz Soares; Doll, J. V. Pereira; Doll, D. B. Antonio; Eureka, Ho Shai-yung; Eureka, G. S. Donoghge.

7th Drawing:—Doll, A. Leong; Doll, Esperança Ribeiro; Doll, B. D. Kharas; Car, D. Browning; Counter, J. J. Walsh.

8th Drawing:—Baby Shade, Lee Hua-kok; Baby Doll, F. Maloof; Doll, G. K. Moorwood; Eureka, H. Durinjee; Box Blocks, King Kow & Co.

SHOPKEEPER SWINDLED.

The manager of Kayamally's has reported to the Police authorities that at about 4 o'clock yesterday afternoon, three Europeans (a woman and two men) entered the shop and asked to see a few rolls of silk. The salesman obliged them, but they finally left without making a purchase.

It is alleged that it was later discovered that they took a roll of silk, about 20 yards in length, valued at $48.

WORLD COURT.

PLAN FOR ADHERENCE OF UNITED STATES.

SUBMITTED TO SENATE.

Washington, Yesterday.

President Hoover has submitted to the Senate the protocol worked out by Mr. Elihu Root and his colleagues last year for the United States adherence to a permanent court of international Justice.—Reuter's American Service.

FAIR.

To-day's weather report from the Royal Observatory states:

A feeble anti-cyclone remains central over the Lower Yangtsze Valley.

Moderate monsoon along the S.E. Coast of China and over the N. China Sea.

Forecast:—N. E. winds; moderate; fair.

Rainfall.

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 95.59 inches against an average of 82.36.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	65
Macao	61
Pratas Island ..	72
Manila	70
Foochow	58
Amoy	60
Swatow	62
Chefoo	42
Shanghai	41

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres:—

5 p.m.—European Programme of Columbia Records selected and supplied by Messrs. Anderson & Co.

5-5.30 p.m.—Organ and Band Selections.

Organ Solo—
Rhapsody in Blue,
Quentin Maclean (116).

Band—
A Hunting Melody,
Community Medley,
Debroy Somers Band. (9628).

Organ Solo—
The Merchant of Venice,
Quentin Maclean (9585-6).

5.30-6 p.m.—Humorous.

The Tightest Man I Know,
Ogul Mogul—
A Kanakanese Love Lyric,
Billy Bennet (9296).

Tommy Hadley Calling,
Tommy Hadley (DB9).

Rio Rita—
You're always in my arms,
Edith Day, Soprano (115).

Following the Sun Around,
Geoffrey Gwyther, Baritone.
(by special request of a Listener.)

Clapham & Dwyer on Photography,
Clapham & Dwyer (243).

6-6.45 p.m.—Children's Programme from the Studio.

6.45-7.15 p.m.—Orchestral.

In a Camp of the Ancient Britons,
Ketelby's Concert Orchestra (9866).

Echoes of the Valley,
The Merry Brothers,
Bournemouth Municipal Orchestra (9821).

Waldteufel Memories—Fantasia,
Herman Finck & Orchestra (9836).

The Two Imps,
Dancer of Seville,
Bournemouth Municipal Orchestra (9505).

7.15-7.45 p.m.—Concert Items.

Song—
The Bandolero,
Robert Howe, Bass-Baritone (236).

Octet—
Putting the Clock Back,
J. H. Squire Celeste Octet (68).

Duet—
Marigold,
Dora Labette and Hubert Eisdell (157).

Octet—
Classica,
J. H. Squire Celeste Octet (9440).

7.45-8 p.m.—Carols.

God Rest Ye Merry, Gentleman,
Good Christian Men, Rejoice,
The B.B.C. Choir from St. Mary-le-bow Church Cheapside (2613).

While Shepherds Watched their Flocks,
Hark the Herald Angels Sing,
The B.B.C. Choir from St. Mary-le-bow Church Cheapside (2614).

8 p.m.—Chinese Studio Concert.

9 p.m.—Weather Report.

10.30 p.m.—Close Down.

Ten Years Ago.

[From the "China Mail" of December 11, 1920.]

To-day's dollar is worth 3/ 3/16.

* * *

The Governor has recognised Mr. Edward Joseph Noronha, provisionally and pending the issue of His Majesty's Exequatur, as Consul for Guatemala in Hong Kong.

ROUND THE CINEMAS

"ANNA CHRISTIE" — FIRST SHOWING TO-DAY.

GRETA GARBO'S ADVICE.

An advocate of the strenuous life, yet a firm believer in rest is the seemingly paradoxical attitude assumed by Greta Garbo, Metro-Goldwyn-Mayer star.

"Work with all the punch that you have in you," says Miss Garbo. "Don't shirk or watch the clock when you are in a job whether it be typewriting, clerking, selling bonds, clothes, or other merchandise, writing, acting, singing, or cooking a meal. Put all that you have into your work, and the return will be one hundred-fold.

"But when the day's work is over, relax. No matter how strenuous the day, try to get a breathing spell of at least twenty minutes. By this I mean a complete let-down from work and worry over affairs of the day.

"Every one must work out his own system of relaxation. For myself, I have found the most effective method is to recline on a couch. I close my eyes and endeavour to relax every muscle. Then I try to think of the pleasantest thing I can and drift off as it were to "never-never-land." In this fashion tired nerves loosen, my body feels free, and at the end of twenty minutes I feel refreshed and able to carry on again.

"In addition to this, I do not believe in burning the candle at both ends. Nature takes her toll, and the man or woman who does not have sufficient sleep will pay in the end. As to the amount, that depends on the individual. Napoleon is said to have needed only four hours; others need double that amount. But one can soon determine what is best, for if one arises rested in the morning he can be reasonably sure that nature's demands have been fulfilled."

Miss Garbo's latest picture is the all-talking production "Anna Christie" which is now showing in the Queen's Theatre.

"Did the doctor find out what you had?"

"Nearly. I had 18s., and he asked for 15s."—

Buen Humor, Madrid.

"ALL QUIET."

Here are some of the European titles of "All Quiet on the Western Front," Erich Maria Remarque's sensational novel, brought to the screen by Universal in a dramatic picture which opens on Sunday in the Queen's Theatre. "Pa Vast-fronten Intet Nytt; Intet Nyt fra Vestfronten;" "In Western Nichts Neues;" "Van Het Westelijk Front Geen Nieuws;" "A l'Ouest Rien de Nouveau."

And (here's a tough one) "Lansirintasmalta et miltaan nutta." But it isn't fair to make you guess that; it is Finnish, and the publishers are Kustannousosakeyhtio Kirja, of Helsingers. The Latvian title is "Reitumu Fronte Bez Parainam," and the Polish is like unto it: "Na Zachodizie Bez Zmian."

"LET'S GO NATIVE."

The great Jack Oakie grin invasion which began, for the delectation of millions of talkie-goers, a year or so ago, continues its irrepressible spasms of laughter in the Central Theatre this week in "Let's Go Native."

This smiling dean of slang and wise-cracks who began amusing audiences in "Close Harmony," and continued his veritable panic of mirth in "Hit the Deck," "Sweetie," "The Social Lion," and others, is a bigger-and-better-than-ever riot in "Let's Go Native" in which he is starred with Jeanette MacDonald, the princess of "The Love Parade;" and supported by Skeets Gallagher, Kay Francis, William Austin, and Eugene Pallette.

Oakie is seen as Voltaire McGinnis, the go-getting taxi cab driver who gets all mixed up with Miss MacDonald's plans for her troupe of show-girls who are making a trip to South America to put on a revue for a millionaire. When Oakie's cab runs into a police station in New York he is bound to seek refuge on the ship. He gets a job as a stoker but later is promoted to a mess attendant. On the boat are William Austin, society playboy well, James Hall, disinherited young blue-blood in love with Jeanette MacDonald, and the 75 girls in her show. The scenic artists de luxe and all the principals are stranded on a tropical isle where Skeets Gallagher is king. There is an abundance of pearls, and the island spouts oil every time a tent peg is driven, but it is all valueless to the castaways, for they are beyond the pale of civilisation.

Oakie's part in this hectic plot, one may be sure, is a part that calls for many smart cracks and much humorous action. To begin with, he explains to William Austin that he is called Voltaire because when he was born his mother had a Jewish nurse. "Me mudder told the nurse she wanted me called Walter, but the nurse wrote it down the way a Jewish nurse would pronounce it—Voltaire."

There are five songs in "Let's Go Native." Oakie sings three of them—"Joe Jazz," a solo with dancing chorus on the boat-deck—"I've Got a Yen For You," a duet with Kay Francis on the tropical isle, and "Let's Go Native" with a chorus and reprise by William Austin in the coconut grove.

The spicy freshness of the songs is only exceeded by the spicy freshness of Mr. Oakie himself.

"THE CLIMAX."

A chorus of three hundred canary birds, the first feathered songsters to be featured in sound films, will be heard in "The Climax," Universal production of the famous stage play by Edward Locke, which will open to-day in the Majestic Theatre.

The singing of the canaries is the recurrent musical motif for the beautiful love scenes, forming a sort of a second theme song for the picture. The theme song itself is "You My Melody of Love," written especially by Victor Schertzinger, composer of "Marcheta" and other popular melodies, and sung by Kathryn Crawford in the leading feminine role.

In addition to canaries and the numerous other sound effects, many of them reproduced for the first time in sound film, there is music on a flute, a violin, an organ and a piano; whistling; a Swiss music box; a full-piece orchestra; roosters crowing and doves cooing.

One of the songs sung by Miss Crawford in "The Climax," which was admirably adaptable to conversion to a sound picture because of music being an integral part of the plot is "Nina," a canzonetta by Pergolesi, 1710-1736.

"The Climax" is an all-dialogue and sound production, starring Jean Hersholt, Universal's great character actor. The setting for the story is in Italy, making it the first sound picture to have a foreign locale. Others in the cast with Hersholt and Miss Crawford are Lerloy Mason, John Rutherford, Jean de Briac, Alice Adams, Eugene Pallette and Henry Armetta. The picture was directed by Benjamin Hornbeck.

FINAL CONCERT.

MATRICULATION STUDENTS OF ST. JOSEPH'S.

VERSATILE PERFORMERS.

The Matriculation students of St. Joseph's College, who are leaving at the end of the term, gave an enjoyable farewell concert in the College Hall last evening, and proved themselves very versatile performers.

The programme was well arranged, catering for various tastes, and every item was heartily applauded. The most popular numbers were undoubtedly the music of the Hawaiian Trio, and songs by a quartette billed under the title: "Our Darkies Revel." A scene from Julius Caesar was also well presented.

The full programme was as under:—

Overture:—The Student's Parade.
Piano Solo:—Minuet, H. Ozorio.
Class Hours:—Sketch by Mehal, Asome, Ozorio, C. K. Wong, Guterres, Rosario, C. Ribeiro.
"Kotto Missie" Dance:—L. Tjon.
Our Darkies Revel:—Nolasco, C. Xavier, G. Ribeiro, Mehal.
Nigger's Drill.
Scene from Julius Caesar:—Brutus by L. Tjon. Cassius by F. Lim.
Hawaiian Trio:—C. Xavier, F. Abraham and Ed. Alves.
A Dance Number:—L. Tjon.
Secret of the Trunk:—Sketch by G. Castro, Guterres, Lenz, Asome, Remedios.
Hawaiian Trio:—C. Xavier, E. Abraham and Ed. Alves.
"Make It Snappy" Chorus:—L. Tjon, Lenz, C. Xavier, G. Castro and F. Lim, Nolasco, J. Remedios.
Song Ensemble:—Farewell.

DR. NAVARRO.

PORTUGUESE MINISTER TO CHINA ENTERTAINED.

His Excellency Senhor Dr. Armando Navarro, Minister for Portugal to China, was guest of honour at a reception given by the Portuguese community of Hong Kong yesterday in the Club Lusitano.

Dr. Navarro, who was accompanied by Mr. Cerveira d'Albuquerque e Castro, Consul-General for Portugal, was received by the President of the Club, Mr. Silva-Netto, and other prominent Portuguese. Later he was presented with a silver cigar case by the Consul-General, on behalf of the Portuguese community.

Dr. Navarro sails for the North by the Chichibu Maru to-day.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Functions.

To-day—Tea Dance at Hong Kong Hotel.

To-night — Dinner Dances at Peninsula and Hong Kong Hotels.

To-morrow—Hong Kong Automobile Association Third Annual Dinner and Dance, Peninsula Hotel.

Saturday—Hong Kong University Medical Society Annual Dinner and Dance, Hong Kong Hotel, 7.30 p.m.

Saturday—Craigengower Cricket Club Dance, 9.15 p.m.

Entertainments.

To-day — Queen's Theatre, "Anna Christie."

To-day — Central Theatre "Let's Go Native."

To-day—World Theatre, "Not Quite Decent."

To-day — Star Theatre. "She Goes to War."

To-day — Majestic Theatre; "The Climax."

To-morrow—Children's Concert, Helena May Institute, Kowloon, 5.30 p.m.

To-morrow — Theatre Royal: "Yeomen of the Guard," 9 p.m.

Home Mails.

To-day—Inward from Europe via Siberia (Chung King and Fulda).

To-morrow—Inward from Europe via Negapatam (Sarpedon); from Europe via Siberia (Terunki Maru); Outward for Europe via Marseilles (Terunki Maru), 6 p.m.

Lammert's Auctions.

To-morrow—At Sales Room, 4, Duddell Street, household furniture, 2.30 p.m.

To-morrow—At Holt's Wharf (Kowloon), 145 bags sulphate of ammonia, 11 a.m.

Tuesday—At 4, Duddell St., toys, 2.30 p.m.

Miscellaneous.

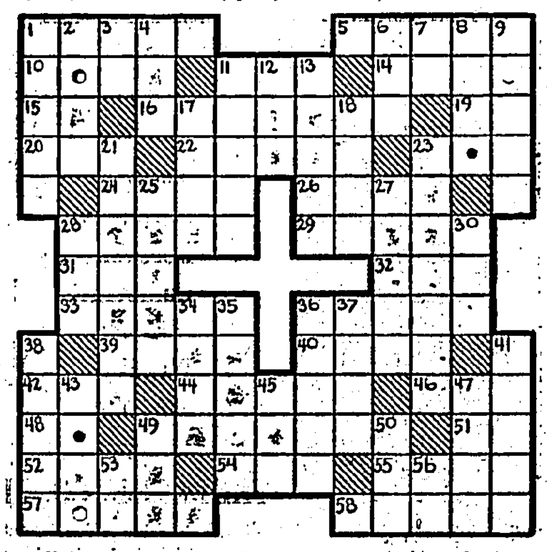
To-day — Art Club Exhibition, Lane Crawford's.

To-morrow—Lantern lecture by Rev. E. A. Armstrong B.A. on "Birdhunting with a Camera," St. Andrew's Church Hall, 9 p.m.

NEW ADVERTISEMENTS

DAILY CROSS- WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

1-Toward the stern
5-Informs
10-Courageous
11-To use needle and thread
14-A diving bird
15-Exists
16-Hamlet's native country
19-Musical note
20-Nib, as of a pen
22-Girl's name (familiar)
23-Vital fluid of trees
24-Homeless street wanderer
26-Weasel (Prov. Brit.)
28-Brightness of a polished surface
29-Same as teepee
31-Priests' white vestment
32-Poetic name of India
33-Small valleys
36-Small depressions
39-A bristle
40-Combining form—oil
42-Conjunction
44-Reputed founder of Nineveh

HORIZONTAL (Cont.)

46-To tear
48-French for "and"
49-District in W. Madras, India
51-Toward
52-Of infrequent occurrence
54-Obstinate
55-Mohammedan prince
57-Sinews
58-To distort

VERTICAL

1-Growing old
2-The foundation
3-Exist
4-Gave food to
6-A large American deer
7-Behold
8-Brass pot used in India
9-A game-bird of the shore
11-Social pretenders
12-Type measure (pl.)
13-Part of body between chest and hips

VERTICAL (Cont.)

17-Time-period (pl.)
19-Network, as of nerves
21-Broken stone for railroad bed
23-In the Iliad, a loud-voiced herald
25-California white oak
27-To think
28-Jacob's seventh son
30-Editors (abbr.)
34-A Sicilian volcano
35-Navigates
36-Uncertainty
37-Heroine of Lohengrin
38-First president of Germany
41-Pastime
43-S. W. state of the U. S.
45-No (Scot.)
47-Suffix denoting inflammation
49-Cat's cry
50-Uncooked
53-Prefix: Back
56-Musical note

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION

Sport Columns

SOCCER THROW-IN LAW

Meaning of "Facing Field of Play."

FRIVOLOUS APPEALING.

Though no change has been made in Law 5, which concerns the throw-in, I have received a number of queries which still express some doubt concerning the correct throw-in, writes Arnold Josephs in the Daily Express.

There are many points to be observed, and the greater majority of these are apparently well known. It is in reference to one particular point, however, where doubt is expressed.

The majority of our Soccer laws are clear and quite easy to understand, but there are one or two which are not so readily correctly interpreted.

Facing Front.

In taking the throw-in, the player must stand outside the touch line, "facing the field of play." It is these few words, "facing the field of play," which are causing no end of trouble in many quarters. One correspondent rightly deplores the fact that a free kick was given against him for taking a throw-in while looking down the touch line, everything else being correct, according to rule.

How often do we find players in this position? I should say more often than not the player who takes the throw-in looks toward the goal into which his side is playing.

This is no offence, for while "facing the field of play" is stated—it was never intended that it should be interpreted so literally that a player must stand as it were with both eyes parallel to the touch line and looking directly across it. This is evidently how a few construe the meaning of the words of the law, but so long as a player does not stand with his back to the field of play—then as far as this point is concerned, all is well.

Not Participants.

Spectators at various kinds of sport frequently express dissent at the decision of the judge or referee, but it seldom happens that those partaking of the sport show their dissent.

It was a common source of complaint in Soccer football in the past that numerous incidents occurred during games, and that the referee was almost chased about the field by the players.

It has even been said that players have at times pulled at the referee's clothing in order to try to persuade him to listen to their complaints.

While many may wish to extend sympathy towards players on extreme occasions, there is yet no excuse for such action, which is greatly deplored by all in authority. The time has come when such exhibitions must cease.

Self-Control.

We are told that it is done in the heat of excitement. This to me means little, for one of the greatest advantages to be derived from Soccer is that of self-control.

I often ask what would happen to referees if they got excited. I am afraid such an excuse would be of little use were it put forth in defence for a referee's error.

Prior to this season, law 13 granted a player permission to inquire from a referee as to his decision, but also stated that the player must show no dissent in action or word.

This has been abused so much in the past that we find this season the privilege to inquire has been removed and that to approach and argue with the referee, to touch him or show dissent, is ungentlemanly conduct, for which a player must be cautioned, and if repeated he must be ordered off.

It is evidently the desire of the law-makers that players in Soccer must accept the referee's decision without demur.

No Sympathy.

During a recent match I found it necessary to stop the play and render some advice to a player for his remarks concerning my work on the field. Fortunately he took heed, for had he not done so I would have been compelled to act more strictly.

Referees generally have little sympathy from the crowd on such occasions, and, while every endeavour must be made on the part of referees to try to handle these awkward situations tactfully, a firm hand at an early stage will often prevent unpleasant development.

Players are often responsible for hostile action by the crowd towards the referee. Recently a home goalkeeper made a loud appeal for off-side, direct from a throw-in. This was, naturally, backed up by a section of the crowd, who concluded that the player was correct in his appeal, and that I was wrong in allowing play to proceed. Perhaps in the future the question of frivolous and incorrect appealing by players will be treated more definitely by the law-makers.

RUGBY FOOTBALL.

NAVY FORWARDS TOO STRONG FOR CLUB "A".

BREAKING UP.

[By "Scrum Half."]

A weak Club fifteen was completely outplayed at Happy Valley yesterday, when the Club "A" lost to a Navy "A" by two goals and two tries (16 points) to a goal and a penalty goal (8 points).

Commencing the game one man short the Club were kept on the defence by a pack of forwards who were heeling smartly and giving great opportunities to their three-quarter line. Gammell, however, turned out to aid the forwards and complete the side. This evened matters a little at forward, but there was little doubt that the Naval pack were much speedier and quicker on the ball than the Club. When a three-quarter is brought down with the ball, it is the duty of his forwards to dash up and form a loose scrum, and the sooner they are round him and shoving their weight the greater the advantage they will have gained. But, should they hold back the three-quarter in question is completely isolated and easily robbed of the ball and a good kick to touch is generally resultant. The Navy forwards were far from perfect, but were much better than the Club.

Tight Scrummaging.

When being taught Rugby football a forward is told to get down in the tight, scrums as quickly as possible, and also to break up as quickly as possible. One method of increasing the speed of breaking up is for the two wing forwards in the back row to shout "Break!" when they see that the ball has either gone out the other side or come out on the right side. The one objection to this rule would be the incessant babble throughout the game, but I am convinced that a few games under this system would cause quicker breaking up of the scrums and a general improvement at forward. It is very disconcerting for the attacking three-quarter line to be confronted by a pack of forwards as well as the usual defence.

Gammell played well in the loose, being the only Club forward to be up with the ball on several occasions, but I am still uncertain as to whether he gives full value when shoving in the tight scrums A wing forward must be prepared to break up at any moment, but this is little excuse for not using his weight. Every concentrated ounce of strength helps the hooker to get the ball back to his half.

Noteworthy.

Plummer played a plucky game for the losers, but did not receive sufficient support from a lighter pack of forwards. David, of the Navy, caught the eye on several occasions when with a burst of speed he would cut through and pass. Atkinson though not receiving many opportunities acquitted himself well and was excellent in his touch-kicking.

David and Knight scored the first two tries for the Navy and Crawford converted the former's effort. Chambers added to the score when he touched down under the posts for Nicholson to convert. W. F. Fears scored the Club's lone try late in the game when after a good passing movement he scored between the posts for Lee to add the goal points. Chambers increased the Navy's lead by scoring an unconverted try. A few minutes before time Lee landed a good penalty goal to reduce the Club's arrears.

KOWLOON TEAMS FOR SATURDAY.

The following have been selected to represent the 1st Eleven versus Police on Kowloon Football Club Ground on Saturday, kick off at 4 p.m.:—

Angus, Martin, Pile, Hedley, McKelvie, Downing, Moss, Simpson, Gillott, Grimwood and Ignson.

The 2nd Eleven versus University on Recreio Ground, kick off at 2.30 p.m.:—

Angus, Quest, Kaufman, Dalgarno, Gilchrist, Smith, Brown, W. H. Pellows, Spray, Cotton and Blatford. Reserves: White, Davies, Gwilliam and Hawks.

CENTURY BY HOBBS IN FIRST MATCH.

Sutcliffe Has Very Bad Luck.

FINE PARTNERSHIP.

Benares, Nov. 8.

Playing in their first match on an Indian Cricket field Hobbs and Sutcliffe, England's famous opening batsmen, gave an impressive display of batting before a large crowd of spectators.

Allahabad batted first and scored 172, a respectable total for local cricket but not good enough for England's pride.

Just after 3 o'clock Hobbs and Sutcliffe opened the Vizianagram innings and they proceeded in traditional style to clear off the arrears, writes the Pioneer Mail. Short singles were a feature of the play and they were masters of the bowling throughout. By 4.55 p.m. they had equalled Allahabad's score, Sutcliffe then being 90 and Hobbs 77, both not out. Five minutes later Sutcliffe was run out when 7 runs short of his century.

Nacomal joined Hobbs and play continued until the latter reached his century which was marred by two chances. With the total at 228 for 1, stumps were drawn.

Our Sports Diary.

LOCAL.

Lawn Tennis—To-day—Ladies' Open Doubles Final, U.S.R.C.

Hockey—To-day—Hockey Club v. United Services, U.S.R.C. Ground, 5 p.m.; Y.M.C.A. v. Club de Recreio, King's Park, 5 p.m.

Rugby Football—Saturday—Rugby Club v. Services.

Football—To-day—"A" Co. S.W.B. v. R.A.O.C., Sookunpoo; "B" Co. Argylls v. 31st Battery R.A., Chatham Road; R.A.M.C. v. "C" Co. S.W.B., Happy Valley.

To-morrow—"C" Co. Argylls v. 20th Battery R.A., Chatham Road.

Saturday—Senior Shield—Borderers v. Argylls; Kowloon v. Police; Junior Shield—Borderers v. Police; Argylls v. Navy; Royal Artillery v. St. Joseph's; Third Division—Borderers v. Royal Engineers; South China v. Fukien; Ewo v. Royal Air Force; R.A.O.C. v. R.A.S.C.

Christmas Day—*Sunday Herald* Cup—Scotland v. English (Charity Match).

Boxing Day—*Sunday Herald* Cup—China v. Portugal (Charity Match).

New Year's Day—League v. The Services (Charity Match).

Chess — To-morrow — Kowloon Chess Club Championship.

Racing — Saturday—Thirteenth Extra Race Meeting.

December 21—Fanling Hunt Club's Steeplechase Meeting.

February 15—Fanling Hunt Club's Steeplechase Meeting.

January 18—Fanling Hunt Club's Steeplechase Meeting.

Cricket—Saturday—Division I.—University v. Navy (L.); Indian R.C. v. Craigengower C.C. (F.); Civil Service v. Argylls (F.); Division II—Police v. Hong Kong C.C. (L.); R.A.S.C. v. University (L.); Recreio v. Civil Service (F.); Craigengower v. Indian R.C. (F.).

Sunday—University v. H. T. M. Barma's XI., Pokfulam, 8.30 a.m.

Fanling Hunt—Saturday—Meet, Hunters' Arms, 3.15 p.m.

December 17—Hung Lin (Sha Tau Kok Road), 3.15 p.m.

December 20—Sheung Shui, Police Station, 3.15 p.m.

December 24—Fanling Station, 3.15 p.m.

December 26—Hunters' Arms, 3.15 p.m.

December 31—Kennels, 3.15 p.m.

Golf—Sunday—K.G.C. Championship Semi-Final; R.H.K.G.C. Championship Semi-Finals and G. M. Young Cup (First Round).

Monday—Annual Meeting R.H.K.G.C. Jardine, Matheson's Board Room, 5.30 p.m.

Tuesday—Third Round of Railway Cup (Ladies).

December 20-21—R.H.K.G.C. Bogey Pool; K.G.C. Captain's Cup.

December 21—K.G.C. Junior Championship (First Round).

Fencing — Monday — Fencing Club Meeting, Yacht Club, 5.45 p.m.

Boxing—January 3—Tournament, City Hall, 9 p.m.

Athletics—March 15 and 16—Hong Kong v. Canton Universities.

HOME.

Football — Saturday — English Cup—Second round.

HOCKEY.

Y.M.C.A. TEAM FOR TO-DAY.

In their match against the Club de Recreio at King's Park to-day at 5 p.m., the Y.M.C.A. will be represented by:—

F. Cope, G. F. Rees, R. Dormer, G. Mitchell, F. Allen, F. S. W. Smith, A. Tate, G. Kearns, F. R. Ashton, J. Smith and A. R. Brown.

LAWN TENNIS.

LADIES' DOUBLES FINAL TO-DAY.

The final of the Ladies Doubles Championship, which was postponed last Monday owing to rain, will take place at the U.S.R.C. this afternoon at 3 p.m.

Lady Peel has kindly consented to present the cups on behalf of Sir Robert Ho Tung.

ADVENT OF LIGHTER GOLF BALL

JONES & TOLLY LIKE IT

ADVANCES MADE BY PERFECTION OF MODERN BALL.

SHORTENS DRIVE

[By Charles Ambrose.]

According to recent golf news from America, "Bobby" Jones and Cyril Tolley have both given the new ball—slightly lighter and larger than the "1.62" now in use—their blessing. They like it.

The message went on blandly to say—writes Charles Ambrose in Morning Post—that in a game with Jones he (Tolley) hit it 350yds., and later on had several drives of over 300yds. Jones thinks that, with the wind against the drive, the distance with the new ball, which measures 1.68in. in diameter and weighs 1.55oz., will be about five yards shorter than with the old ball. Which, in the case of Jones, who can drive as far as anybody, bar none, when he wants to, amounts to next to nothing at all. The least flicker of wind, one way or another, will make much more difference than that.

Hard Game Already.

Those who are so anxious for us to follow the American lead in this country, and adopt their ball, are full of praise for the way it "sits up through the green," and assure us that it is a "beautiful ball to putt with"—both recommendations obviously put forward to induce us to accept and use the ball in the expectation that it will make the game not only pleasanter, but easier. For who is going to believe that any ball calculated to make an already far too difficult game—for most of us—still more difficult, could at the same time possibly make it pleasanter?

But if the game is thus to be made both pleasanter and easier, what becomes of the original battle-cry that golf is being spoilt by the modern ball making the game too easy? There must be a catch somewhere; and yet it is impossible to suppose that distinguished golfers, of spotless integrity, would either be caught or permit their names to be mixed up in any way with a doubtful campaign.

New Handicap.

We must only suppose, then, that there is some excellent reason which does not appear on the surface for disturbing the placid contentment of millions of golfers who only wish to be allowed to play in peace. Elderly gentlemen, and ladies, too, have certain "carriers" on every course which can only be negotiated successfully with their very best drivers. In order to "get over" they cannot afford to give away an inch, let alone five yards. Could they honestly be expected to welcome any reduction, however slight, in their slender driving power?

These people are far too shy and retiring to speak up for themselves, and unless somebody takes up the cudgels for them, they will quietly let go of a ball they would very much prefer to keep, rather than make a fuss. But it should not be forgotten that they form the roots, the trunk, the branches, and leaves of the tree of golf. "Bobby" Jones and Tolley and a few others are the rare and exquisite flowers which bloom on the tree-top; no less—but no more.

Old Guttie Ball.

John Henry Taylor has said that golf would have developed to its present enormous proportions, and as quickly as it has, whether the rubber-core had ever been invented or not. That is a big thing to say. The old guttie ball was a terribly stony affair, which flew well enough when hit hard by a Colossus like "Ted" Blackwell, but was painfully unsympathetic otherwise. However, even if Taylor is right, it cannot be denied that the wonderful progress of the game has advanced step by step with the perfection of the modern ball. Would Taylor consider it perfectly safe now to go back a step? Or would it be safer to leave well alone? The tree must be kept strong and healthy, or the flowers may fade.

It is often forgotten, in considering this ball question, that "large balls" and floaters" are not only permissible in this country, but are actually on the market, and may be obtained in any professional's shop. That has been so all along, and the fact that manufacturers find it worth while to continue turning them out at all shows that there is, at least, some small demand for them, although the demand must be very small indeed.

How often has any golfer who may read these notes met any other who ever buys a "floater?" Perhaps some ball manufacturer would come forward with figures to show the proportion of larger and lighter balls sold, and I would wager that the percentage would be almost infinitesimal. How is this to be explained? Here is a ball which is warmly, even vehemently, recommended by certain leaders of golf. It is obtainable everywhere now, and yet none of the said leaders themselves ever buys one!

Unconvincing.

Can the real explanation be that these long drivers cannot afford to give away five yards on their drive, even in exchange for the advantages of playing with a ball which "sits up" so nicely through the green and is such a beautiful ball to putt with? It is all rather unconvincing.

A further, if secondary, reason for not changing too hastily is the consideration that manufacturers would have to "scrap" machinery wholesale to meet the new requirements; and although no such consideration could be allowed to stand in the way of any real improvement, nevertheless it is a matter of grave concern to valued servants of the game.

A careful survey of all these pros and cons leaves only one more conclusion to be drawn, and that is that the lighter ball must be more difficult to control in a wind. That would not worry masters like "Bobby" Jones to anything like the extent that it would trouble lesser folk. He would retain control without difficulty, whereas they would be all at sea. It is obvious that in a high wind a lighter ball is liable to "tower," and be blown aside, when a heavier ball will hold its own.

Welcome Change?

It would be interesting to ask Jones and Tolley whether they were speaking for themselves and the effect of the new ball on their own game, or whether they really thought the change would be beneficial all round—especially for the mass of golfers with handicaps of 10, or over.

"Bobby" Jones has a reputation for modesty and minding his own business which is almost proverbial, and it may well be that he tried the ball, found it suited him well enough, and said so with his customary good nature. But, wise as he is, he probably knows little or nothing of the agony of the chronic slicer. There is many a confirmed slicer, who scrapes along somehow by "allowing" for the slice he cannot cure, who might well be driven to given up the game altogether if he had to play with a lighter ball.

CRICKET.

UNIVERSITY TEAMS FOR SATURDAY.

The following will represent the University 1st XI in a League match against the Royal Navy on Saturday, 13th inst., on the Home Ground at 2 p.m. sharp.

D. J. N. Anderson (Captain), A. Baker, F. A. Redmond, D. R. Sassy, A. B. Sulleman, A. Chan Kook, A. M. Nemanbhoy, A. M. Rodrigues, K. P. Gan, G. E. Yeoh, and A. S. A. Kyum.

The following will represent the University 2nd XI in a League match against R.A.S.C. on Saturday, 13th instant, on the R.A.S.C.'s Ground at 2 p.m. sharp:

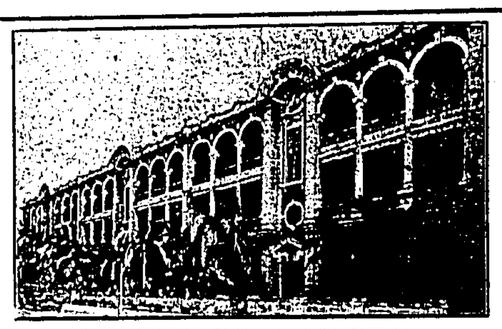
K. T. Loke (Captain), A. A. Aziz, G. Scully, F. S. Chen, H. Nomanbhoy, P. M. N. da Silva, R. Leung, D. Roy, M. Yahyabhoy, W. James, and E. Gozano.

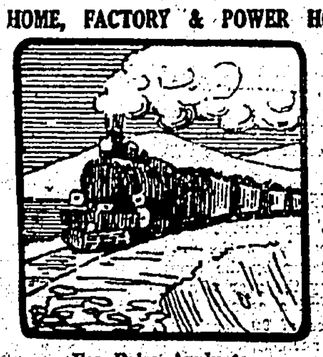
SUNDAY'S ELEVEN.

The following will represent the University against Mr. H. T. M. Barma's XI on Sunday, 14th inst., at 8.30 p.m., sharp on Home Ground.

A. A. Aziz (Captain), A. B. Sulleman, B. Baker, G. Scully, P. L. Yan, D. Roy, W. James, O. Candah, E. Gozano, Ng Kam-loof, and G. de Souza.

British tennis players are learning to speed up their game, which is what has been looking for a generation.—S. N. Doust.





ENGLAND HALF INJURED.

Who Will Take His Place in January?

CARTLIDGE REMOVED.

It is most likely England will need a new scrum half this season. W. H. Sobey, who injured his knee in the first match of the British touring side in New Zealand did not play again, cabled the other day to his club, the Old Millhillmans, "Don't count on me before Christmas." Sobey was using a walking stick and hobbling about with its aid in Colombo early this month.

As the final trial match at Twickenham is fixed for January 3, it may be taken for granted that Sobey will not figure in that unless a miracle happens.

Sobey, by the way, had his cartilage removed by R. H. Bettington, the old Oxford treble blue, while the physician in charge of the hospital at Christchurch, New Zealand, is Dr. J. Russell, an Old Millhillian, who was captain of St. Thomas's Hospital in 1921-22-23, and played a couple of seasons for the Millhillians without missing a single match.

Who?

If we consider Sobey a non-starter, who is there to take his place in the national side?

Sobey played three times for England last year, and had to cry off for the Irish match in which A. Key, of the Old Cranleighans, deputised at almost the last minute. Key performed well enough, but Sobey was without doubt the best scrum half in the country.

His excellent play did much to bring R. S. Spong to the forefront. But he has always been "brittle" and has hardly ever gone through a season without meeting with some injury.

Another strong candidate for the scrum half position must be C. B. Carter, who has been doing splendid work for Bristol. If he and T. J. M. Barrighton are allowed to perform together in, say, the second trial, they may well go a step farther.

As a centre-forward, Gallacher has an advantage over most men in the position, because he is a natural footballer. I think he could with a little practice play anywhere equally well.—Alec James.

FANLING HUNT AND RACE CLUB.

Events for Christmas Meeting.

LIST OF ENTRIES.

The following is the programme for the Fanling Hunt and Race Club's Christmas Meeting, Kwanti, on December 21:—

1.—**The Christmas Pudding Stakes.**—A Handicap Steeplechase of 1½ Miles. For China ponies that have not won more than one Steeplechase since January 1. Winner: $100; 2nd $50; 3rd $25. Entry $5.

	lb.
Aristophanes	148
Blue Boy	161
Carbine	155
City Hall	158
Empress Hall	158
Fanling Stag	150
Fern Leaf	140
Inshallah	152
Kirribilli	161
Mongolian Stag	150
Penhole	145
San Francisco	155
Sucre	140
Target	160
The Partridge	160

2.—**The Ladies' Mile (Unofficial).**—A flat race of 1 Mile. For China ponies, to be ridden by ladies. Winners this year of a flat race other than those confined to "C" Class ponies and "D" Class ponies, or Subscription Griffins, barred. Weight 135 lb. Winner: A Cup; 2nd and 3rd Silver Souvenirs. Post Entries. No Fee.

3.—**The Shataukok Handicap.**—A Steeplechase of 2 Miles. For China ponies. Top weight not to exceed 168 lb. Winner: A Cup; 2nd $50; 3rd $25. Entry $5.

	lb.
Aristophanes	148
As You Like It	158
Blue Boy	161
Christmas Frolic	168
Duke of Milan	145
Empress Hall	158
Mr. Siegler	161
November	160
One Third	163
Penhole	145
Target	160

4.—**The Kwangsi Handicap.***—A flat race of 1¼ Miles. For China ponies classified by the Hong Kong Jockey Club in "C" and "D" classes. Winners of a Steeplechase at Kwanti barred. Winner: $100; 2nd $50; 3rd $25. Entry $5.

*This race is open to all members and lady racing members of the H.K.J.C. as well as members of the F.H.R.C.

	lb.
Andantino	140
Arabian Sea	140
City Hall	157
Diana	170
Discord	140
Iron Blood	140
Kirribilli	140
Pagoda	145
Shiny Pearl	140
Siamese Shop	140
The Jamaica	140

5.—**The St. Nicholas Hurdle Race.**—1½ Miles.—For China ponies. Weight for inches as per scale. Winners since January 1 of 2 steeplechases and/or hurdle races 3 lb. penalty, of 3 or more 6 lb. penalty. Ponies that have started since January 1 in a steeplechase and/or hurdle race and not won allowed 5 lb. Winner: A Cup; 2nd $50; 3rd $25. Entry $5.

	lb.
Christmas Frolic	164
Diana	153
Fanling Stag	158
Fernleaf	158
Gay Caballero	161
King Cobra	155
Kirribilli	161
Mike	161
Mongolian Stag	158
Montana	170
November	164
One Third	158
Penhole	147
San Francisco	158
Sergeant Murphy	158
Target	158
The Albatross	161
The Goods	156

6.—**The Christmas Maidens.**—A steeplechase of 1 Mile. For China ponies that have never won a steeplechase. Weight for inches as per scale. Ponies that have started at Kwanti since January 1 allowed 5 lb. Winner: $100; 2nd $50; 3rd $25. Entry $5.

	lb.
Carbine	159
City Hall	153
Diana	153
Eclipse Eve	153
Gay Caballero	161
Glorious Stag	158
King Cobra	155
Ma Kau Siac	161
Mr. Siegler	156
Penhole	147
Sergeant Murphy	156
The Goods	156

M'Conachy is an exceedingly nice opponent to meet. I know of no professional player who takes the game more seriously, but while elated at a success, he is a real good sport when on the losing side.—Tom Newman.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	1/1 ¾
Bank, on demand	1/1 ¾
Bank, 4 months' sight	1/1 ⅞
Credits, 4 months' sight	1/2 7/16
Documentary, 4 months' sight	1/2 9/16
On Paris—	
On demand	710
Credits, 4 months' sight	750
On New York—	
On demand	27 13/16
Credits, 60 days' sight	28 15/16
On Bombay—	
Wire	77½
On demand	77½
On Calcutta—	
Wire	77½
On demand	77½
On Singapore—	
On demand	49½
On Manila—	
On demand	55⅞
On Shanghai—	
On demand	Tls. 78¼
Dollar	7% dis.
On Yokohama—	
On demand	55⅛
Sovereigns (Bank's buying rate)	1/2 ⅜
Silver (per oz.)	15 7/16
Bar Silver in Hong Kong	Par.
Copper Cash	Nominal
Copper Cents	3% prem.
Rate of Native Interest	3½% p.a.
Chinese Sub. Coin	23½% dis.
Hong Kong Sub. Coin	Par.

LONDON EXCHANGES

	Rugby, Yesterday.
Paris	123.62½
New York	4.85 27/32
Brussels	34.76½
Geneva	25.06½
Amsterdam	12.06
Milan	92.75½
Berlin	20.36
Stockholm	18.10¼
Copenhagen	18.15½
Oslo	18.16
Vienna	34.50½
Prague	163¾
Helsingfors	163
Madrid	44.70
Lisbon	108.25
Athens	375
Bucharest	818
Rio	4 25/32
Buenos Aires	38 1/16
Montevideo	37¾
Bombay	1/5 ¾
Shanghai	1/5 ½
Hong Kong	1/1 ⅞
Yokohama	2/0 17/32
Silver Spot	15 7/16
Silver Forward	15⅜

—British Wireless Service

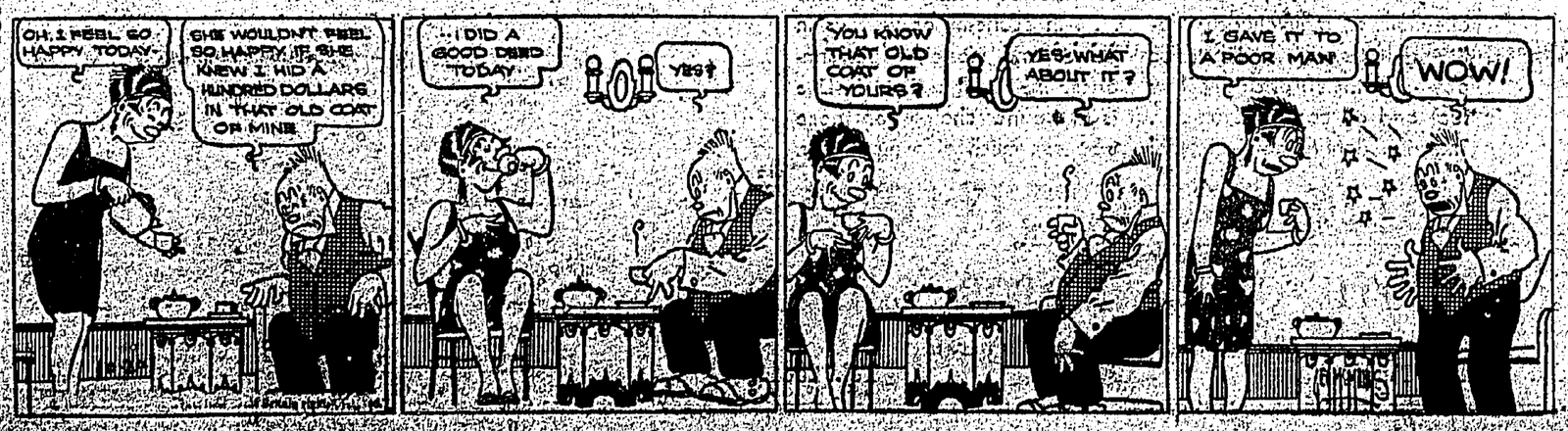
HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 11th Dec., 1930.

STOCK	Buyers	Sellers	Sales	Nom.	Fin. year	Last dividend and when paid	
Banks.							
Hong Kong Bank .....$	1730	1735	1720	1740	Dec.	Interim $3 a/c 1930 ex. 1/3½—$40.45	Aug. 11, 30
Chartered Bank .....£	...	...	...	18½	Dec.	Interim 7/- free I/Tax a/c 1930	Sep. — 30
Mercantile Bk., A&B. £	...	...	...	27	Dec.	Int. 20/- a/c 1930 less I/Tax	Sep. — 30
" C. £	...	...	...	12½			
Bank of Asia .....$	115	...	...	...	Dec.	$8 for 1929	Feb. 26, 30
Insurances.							
Canton Ins. .....$	1225	...	...	...	Dec.	Final $37 for 1929; Interim $15 a/c 1930	May 15, 30
Union Ins.* .....$	512	...	510/5	15)	Dec.	Final 10/- for 1929; Interim 24/- a/c 1929	May 30, 30
*China Underwriters...$	...	3.10	3	...	Dec.	None	...
China Fire Ins. .....$	400	...	...	...	Dec.	Final $9 bonus $6 for 1929; Interim $3 a/c 1930	May 30, 30
H. K. Fire Ins. .....$	1215	...	...	...	Dec.	$47 for 1929	Mar. 26, 30
Shipping.							
Douglases .....$	...	28½	...	...	Dec.	Last dividend for 1924	...
H. K. Steamboats ...$	...	...	...	31½	Dec.	$1.50 for 1929	Mar. 4, 30
Indo-China (Pref.) ...$	...	...	...	40	Dec.	12½ ex. 2/-½ on preferred for 1924 and 1925	June 19, 29
" (Def.) ...$	...	...	...	24		Last dividend for 1921	...
Shell Transports ...£/-	...	...	...	77/6	Dec.	Interim 2/- Coupon No. 57 free I/Tax a/c 1930	Pending
Union Waterboats ...$	...	39	...	...	Dec.	$1.50 for 1929	Mar. 18, 30
Mining.							
Benguets .....$	10½	...	...	...	Dec.	Interim 15 bonus 5 making 60 centavos a/c 1930	Sept. 30, 30
Kailan Mining Ad. £/-	...	...	...	33/9	June	Interim 1/- free I/Tax Coupon No. 37 year 30-6-30	June — 30
Langkat .....Tls.	...	...	...	8½	Oct.	T. 0.50 for year 31-10-29	May 8, 30
S'hai Exploration...Tls.	1.30	...	...	...	Dec.	None	...
" Loans .....Tls.	6½	...	...	...	Dec.	Interim T. 0.25 a/c 1930	July 1, 30
*Raubs .....$	31½	...	31½	...	Mar.	Second int. 1/- a/c year 31-3-31	Pending
Docks, Wharves, Godowns, &c.							
H. K. & K. Wharves..$	160½	...	...	...	Dec.	$9 for 1929	Mar. 18, 30
H. K. & W. Docks...$	...	31	...	...	Dec.	Last dividend for 1924	...
*China Providents (old)$	5½	...	...	...	Dec.	Last dividend for 1924	...
" (new) $	2½	...	...	...			
Hongkews .....Tls.	...	...	...	260	Dec.	Interim T. 8 a/c 1930	Sep. 12, 30
N. Engineerings ...Tls.	...	...	...	7.10	Dec.	T. 0.50 for 1929	Feb. 25, 30
Shanghai Docks ...Tls.	...	...	...	114	Apr.	T. 7 for year 30-4-30	July 30, 30
Lands, Hotels & Buildings.							
*H. K. & S. Hotels...$	10.70	10.50	10.30	...	Dec.	50 cents for 1929	Apr. 7, 30
H.K. Lands (old) ...$	91½	82	82	...			
" (new) ...$	...	81	...	...	Dec.	Interim $2 a/c 1930	Aug. 8, 30
" Rights ...$	...	...	...	20			
Shanghai Lands ...Tls.	322	...	...	...	Dec.	Interim T. 3 a/c 1930	July 31, 30
Humphreys .....$	17.15	...	17½	...	Dec.	80 cents for 1929	May 7, 30
H. K. Realties .....$	9.35	...	...	...	Dec.	Interim 30 cents a/c 1930	Sep. 4, 30
Chinese Estates .....$	...	...	...	87	Feb.	$5 for year 23-2-30	July 21, 30
Cotton Mills.							
*Ewo Cotton .....Tls.	...	...	...	11.60	Dec.	Final T. 2 a/c 1929	Mar. 17, 30
Shanghai Cotton...Tls.	...	...	...	79	Apr. and Oct.	T. 3-25 for half year 31-10-30	Nov. 29, 30
Zoong Sings .....Tls.	...	...	...	9½	June	T. 0-80 for year 30-6-30	Oct. 11, 30
Public Utilities.							
*H. K. Tramways...$	...	...	...	13	Dec.	Interim 40 cents a/c 1930	Aug. 27, 30
Peak Trams (old) ...$	...	...	...	14½	Apr.	(30 cts. on old) (40 cts on new) for year 30-4-30	June 16, 30
" (new) ...$	...	...	...	64			
Star Ferries .....$	93	...	...	...	Dec.	$4 for 1929	Feb. 14, 30
*China Light (old) ...$	25.40	25.60	25½	...	Sept.	Final 50 cts. a/c yr. 30-9-30	Pending
" (new) ...$	...	25½	...	...			
H. K. Electrics .....$	80½	81	80½	...	Dec.	$2.50 for 1929	Mar. 19, 30
Macao " .....$	...	...	...	23	Dec.	.....	...
Sandakan Lights ...$	11½	...	...	...	June	None	...
H.K. Tels. fully paid $	35½	...	...	...	Dec.	Int. (40 cents) (10 cents) a/c 1930	Aug. 1, 30
" part paid $	23	...	...	...			
China Buses .....Tls.	...	...	...	19	Dec.	T. 0.90 for 1929	Feb. 25, 30
S'pore Tractions (Ord.) £/-	...	7/6	...	...	Sept.	1½% on preference shares Subject to income tax	Feb. 6, 30
" (Pref.) £/-	...	...	...	19/-			
Industrials.							
China Sugars .....$	30cts.	...	...	...	...	In Liquidation	...
Malabon Sugars .....$	...	...	...	27	Dec.	Pa. 3 for 1928	Apr. 21, 29
Cald: Macg. Ord....Tls.	...	...	...	10½	Dec.	(T. 0.60 T. 0.45) 7 months 1929	Apr. 30, 30
" Pref....Tls.	...	...	...	10.40			
Canton Ices .....$	...	...	...	3.50	July	None	...
*Cements (com.) .....$	17.65	...	17.65	...	Dec.	30 cents on old (4 cents on new) for 1929	Mar. 19, 30
" (old) .....$	12½	...	...	...			
" (new) .....$	...	...	...	5.20			
H. K. Ropes .....$	11.40	11½	...	...	Dec.	Last dividend for 1924	...
United Asbestos .....$	...	...	...	5	...	.....	...
Stories, &c.							
Dairy Farms C/R .....$	27½	...	...	...			
" X/R .....$	...	...	...	25½	Dec.	$1.50 for 1929	Mar. 14, 30
" Rights .....$	8½	8½	...	...			
Watsons .....$	...	...	...	12.60	Oct.	70 cents for year 31-10-29	Mar. 31, 30
Der A Wings .....$	...	...	...	1	...	.....	...
Lane Crawfords .....$	...	...	...	3.70	Feb.	Last dividend for year 28-2-26	...
Mackintosh .....$	19	...	...	...	Feb.	$2 for year 28-2-30	May 15, 30
Sincere .....$	...	...	...	11.60	...	.....	...
Wm. Powells .....$	...	...	...	2.85	Feb.	25 cents for year 28-2-29	June 10, 29
Miscellaneous.							
H.K. Amusement ...$	...	...	...	23	Mar.	($2.50 on Preferred) ($1.50 on Deferred) for year 31-3-30	Sept. 27, 30
Ch. Entertainment ..$	...	...	...	11½	...	.....	...
H. K. Constructions...$	...	...	...	44	Dec.	None	...
B. Ind. G.$ Bonds ...	69%	...	...	...	...	.....	...
H. K. Govt. Loans...$	...	...	Trem.	6%	...	Interest half yearly	...

*Speculative shares. *Sales to Shanghai.

BRINGING UP FATHER



MOTORISTS—THIS IS YOUR PAGE

WHEEL SLIPPAGE.

Causes Variations in Distances Registered.

Automobile drivers are often puzzled by the apparent variations of their speedometers in measuring the distances between two geographical points. The mystery, in part, is due to the fact that the wheels of an automobile slip. As a rough average it may be said, according to Mr. C. H. Getz, Fisk Tyre dealer, that wheel slippage accounts for 4 miles in every 100; in other words, 1,000 miles of actual travel registers about 1,040 on the mileage dial of the speedometer.

Slippage varies with the air pressure in the tyres, with wet and slippery roads, with bumps that set the rear wheels to spinning, with the number and degrees of curves and grades, with car speeds, and with the expertness of different drivers in stopping and starting smoothly.

"Slipping tyres grind off rubber," says the Fisk tyre man. "While slipping cannot be eliminated entirely, it can be greatly reduced if the tyres are kept at the correct air pressure. With the high speeds common to-day, tyre manufacturers are accomplishing wonders in building long-life rubber that stands up for thousands of miles under the emery-like scraping of fast slipping wheels against concrete pavements."

HILLMAN.

The New Vortic Eight.

Two departures of outstanding importance are revealed in the Hillman programme for 1931. A new and most attractive Straight Eight, known as the Vortic, is to be added to the range; while reductions have been made in the price of the present Straight Eight.

The Vortic has a 19.7 h.p. engine of great flexibility and power. It is fitted with the Hillman patented "Turbo" combustion head which greatly adds to its efficiency, specially designed connecting rods combining extreme lightness with great strength and a five bearing crankshaft harmonically balanced to damp out the slightest vibration.

An outstanding feature of the car's lay-out is the central change, 4-speed gear-box with silent third (or "Traffic Top") ratio. In top it has a maximum speed of 70 m.p.h. and in "Traffic Top" its maximum speed exceeds 50 m.p.h.

Oil and air cleaners are fitted, while a hot spot adds to the efficiency of the carburation. Ignition is by coil. An open propeller shaft carries the drive to the spiral bevel, banjo type rear axle.

Thermostatically operated radiator shutters, Marles steering (which can be fitted for eight right or left-hand drive), and four-wheel Duo Servo brakes are other important chassis features.

The Vortic Saloon, the only model at present listed, is of handsome appearance, due largely to the excellent lines of the bonnet and the depth and boldness of the radiator. It has an easily operated sliding sun roof, a slightly sloping windscreen and wire wheels with large diameter hub caps. The saloon is equipped with Triplex glass and furniture hide upholstery.

The 14 h.p. model is retained unaltered.

CAR VALUE.

Result of Engineering Advances.

Engineering research in the automotive industry is responsible for the continuous rise in the value of to-day's motor cars, according to the manager of the Dragon Motor Car Company.

He states the car manufacturers have, from year to year, improved automobiles at no cost or with even lower cost to the public. These economies are the result of engineering achievement, which is responsible for improved cars and improved methods of making them.

"If to-day's cars were produced with yesterday's methods," he said, "the cost of a car would be so prohibitive that it could be purchased only by relatively few persons. If yesterday's cars were produced with to-day's methods, the result would be more or less the same. This is not intended as a disparagement of the early efforts of the engineers. On the contrary, it is recognised that their efforts made possible the high development of to-day's car. The veteran engineers to-day occupy, of course, as high a place in the industry as any who came along later.

"There have been all around improvements in practically every part of the car. Quick drying lacquer and the self starter will always stand out as some of the history making major achievements in the industry. These developments with their multitudinous benefits, were a mighty influence in the progress of the industry.

"After this, development followed development. In 1927 the fuel supply system was revolutionised by introduction of the fuel pump. Besides its mechanical advantages, it made possible a saving of millions a year to the purchasers of automobiles. This saving was important, but far more important is the fact that the fuel pump made possible increased horsepower at much lower cost. So development of the fuel pump played a most important part in making automobiles more efficient and at the same time cheaper to run.

"If the motorist would compare the cost of various units on his car to-day with those of ten or fifteen years ago, he would be amazed. The instruments on the instrument board alone would to-day make a most interesting comparison. Speedometers, many times more efficient to-day, are much lower in cost than years ago, so are ammeters, thermo gauges, oil gauges, gasoline gauges. The total savings to car owners over a period of a few years that engineering science has made possible through development of these instruments, would be staggering.

"There is no wonder that automobile value to-day is about double that received in a motor car in 1914."

A MATTER OF MILLIONS.

The number of miles covered by British Automobile Association road patrols during the past year was 26 millions. The total inward correspondence for the 12 months was over 1¾ millions, and outward correspondence exceeded 2½ millions. The Touring Department was issuing 2,000 tours per day for every working day of the year.

No less than £628,000 was spent directly for service to members on the road.

MOTOR AMBULANCE.

Comfort and Utility in New Type.

A new type of motor ambulance was exhibited on November 4 in the quadrangle of the County Hall, Westminster, by Messrs. W. and G. du Cros.

The vehicle is of the hospital, as distinct from the accident, type, and is mounted on a Clement Talbot chassis. It has a six-cylinder engine and a double reduction low loading type rear axle. The driver's seat is completely enclosed, and the ambulance has "Purdah" neutral-tinted glass windows and a special fireproof and washable floor.

There is accommodation for two hospital-type stretchers, and an occasional seat with mattresses and upholstery of washable rubber. There is also a water-heating apparatus, a fitted wash-basin, and a cupboard for sanitary utensils.

The cost of the ambulance complete is £650.

4-WHEEL STEERING?

"The Cause of 90 Per Cent. of Skids."

Why not four-wheel steering? asks an Auto-car correspondent. I know it sounds very absurd, but I think it could be done with success, especially on cars of the T.T. type.

My idea would be to have the rear wheels turning in the opposite direction to the front wheels, thus making them follow the very natural course taken by the front wheels. The way the rear wheels have to cut round a corner is, I believe, the cause of 90 per cent. of the skidding accidents.

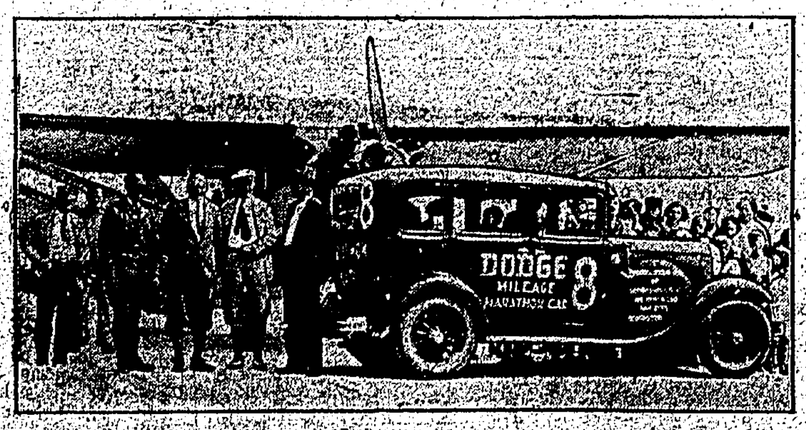
£100 CARS.

Gives Promise of Materialising.

The long-awaited £100 car assumes definite shape and gives promise of materialising not as the result of anything startling, but in the natural development of baby cars, says The Light Car and Cyclecar. In years gone by an optimistic public awaited its advent much as they would have looked forward to the hoped-for appearance of some new star in the firmament.

Yet the signs of to-day are all-significant; prices are falling nearer and nearer to the £100 mark, and the value for money offered exceeds anything imagined by the most optimistic dreamer. Four-wheel brakes, chromium plating, electric lighting and starting, large-section tyres and so on have fallen naturally into place on cars costing for the new season from £122 10s. upwards, whilst for the first time in history a four-speed gearbox has been incorporated in the design of a light car costing no more than £130. Let it not be forgotten, too, that for £87 10s. one can buy to-day a family model three-wheeler of world-wide renown. Verily, the development of small cars will constitute the most romantic pages in the chronicles of motoring.

An Historic Shrine of Aviation.



The Dodge Eight Mileage Marathon car which is expected to pile up more mileage than has been put on any car in the past has already covered over forty thousand miles during six trips back and forth across the American continent in the first ninety days beginning July first. The car is here pictured at historic Old Orchard, Maine, the spot from which most of the world fliers have taken off on their trips across the Atlantic.

BIG AND ROOMY.

Willys-Knight Six's New Model.

[By Edgar N. Duffield.]

When Sir Wm. M. Letts, K.B.E., resigned the managing directorship of Crossley Motors, Ltd., people (among even his most intimate friends) who knew how much the name of Crossley had meant to him for 20 years, wondered why he had retired. Now after a day on a Willys-Knight 66-B, I begin to understand. I knew, previously, what Sir William thought of Mr. John North Willys, and of sleeve-valved engines, *and* of Willys-Knight cars; but I had not appreciated the thoroughness with which he—meaning Sir William Letts—had grasped the importance of the sleeve-valve principle, as applied to the world's largest, most numerous producers of sleeve-valve motors, because although he was so very early a motorist, I had always thought of him rather as a business man than as one really keen upon technical niceties.

Perhaps it is because he is an astute business man, rather than a keen technologist, that he has decided to concentrate upon the Willys-Knight and Willys-Overland products.

So much for what was a riddle. We can now get to the car, which is a big, roomy, amply powered saloon, of unimpeachable appearance, as well as performance, selling at a very conservative price. yet very nicely appointed in every way, a car whose motor needs decarbonisation at intervals only of 40,000 to 45,000 miles, a mile-a-minute car at will, good for 75 m.p.h. on the full stretch, yet with top-gear flexibility, suspension, steering and roadworthiness which are each and all exemplary.

This car has not a whole heap of specifications. Its six-cylindered motor, with a Treasury rating of 27.34 h.p., develops 82 b.h.p. at 3,200 r.p.m. The valves are of the double-sleeved type, the aluminium pistons are Invar steel-strutted, the crankshaft has seven main bearings, the distribution gear is silent-chain operated, and lubrication is under pump-pressure to crankshaft, valve-sleeve shaft, connecting-rod bearings and timing chains, only the sleeve and the pistons depending upon spray or oil-mist. The oil-feed is automatically regulated in accordance with engine-speed, there is a pressure-gauge on the instrument board, there is an oil-rectifier (which purifies and cools, as well as filtering) the engine-oil, the Tillotson carburetter enjoys the co-operation of an air-filter as well as a fuel-strainer, and the sunken cylinder-heads are of course detachable.

Cooling is entrusted to a V-sectioned-belt-driven pump and fan and a set of radiator shutters which are thermostatically adjusted. There is an engine thermometer reading on the instrument board — which, by the way, like all the internal hardware, is finished in dull bronze.

A dry, single-plate clutch, with its disengagement mechanism lubricated from the single-shot installation which oils the whole of the chassis and running gear, communicates the drive to a three-speed gear-box, and thence to a semi-floating spiral-bevel rear axle. All springs are of semi-elliptical pattern, 39 ins. forwardly and 57¼ ins. rearwardly, in length. All springs have shock-absorbers. Bendix brakes, controlled by pedal, expand in the drums on all four wheels. The hand-operated brake is on the transmission only, and its lever is none too long, but it is a real brake, unlike the hand-brakes on so many Canadian and American cars. On this matter of levers, I think the cranking of the change-speed lever might be improved. Mr. Coxhead, a very old Willys-Knight and Overland enthusiast, who brought the car to my home, disagreed with me; but that's a way of his. The knob of this gear-lever (spending most of its time in the top gear, or third, position) rests more or less over the cushion between the driver and his immediate companion, and so occupies space that might be used more advantageously; but it would be a very simple matter to cold-bend or reset the lever itself to such an extent that this would not be. Except for the—as it struck me—shortness of the brake lever and this excessive cranking of the change-speed lever, I am willing to go on record as opining that there is not a single tiny little thing to criticise on the Willys-Knight Model 66-B.

It has Ross cam-and-lever steering, with an adjustable pillar-rake, an 18-inch wheel, and a gear of steering admirably suiting the 31 by 6ins. cord tyres. It has an Auto-Lite two-unit electrical installation, wired single-pole, with automatic variation of the battery-and-coil ignition, although the firing point is also manually variable, on the instrument board. The starting, lighting, horn, lamp-dipping and ignition controls are all centred above the steering wheel, the standard wheels are wire-spoked, six in number, and tyred, the fuel-tank holds 18 gallons and feeds the Tillotson carburetter through an Autovac, the heat-supply to the induction-manifold is manually controlled and all controls are lockable, as are all doors, and regular equipment includes an automatic screen-wiper, two driving mirrors, tail, "Stop" and backing lamps, a speedometer, a North-East electrical horn, a single control for the opening or otherwise of the windscreen, a luggage-grid, and so on, and so forth.

Coachwork and Performance.

This is the sort of motor car which makes me glad that I have consistently disclaimed knowledge of bodywork. Its saloon body is very, very nicely designed, built — so far as silence of running suggests —*and* finished. Nothing jazzy, nothing "Amurrican." All internal metal-work is in dull bronze. There is nothing to polish. The upholstery expresses the very last letter in restraint, the cabinet-work is similarly chaste, the forward seats are independently adjustable to a nicety, all six windows can be raised or lowered, there is liberal door-width, and leg room, and elbow-room, and the body as a whole is much roomier fore-and-aft than are those upon most chassis with but ten feet of wheelbase.

A pleasanter six to drive, nobody wants; and not many people are likely to get one. I asked Coxhead to stunt. He stunted. I'll say he stunted, all right! His long suit was extreme flexibility, coupled with wonderful top-gear acceleration. He would loaf up a longish, steady hill, loaf until I wondered why he had a three-speed gearbox. He would then thrust his foot down, disdaining to touch the manual ignition control, and that engine would build and build and build until I wondered once more why anybody and everybody who could afford a Knight licence had not obtained a Knight licence, as soon as Daimlers showed us how good a Knight motor could be!

With all considerations for all my mushroom-valved friends, the sleeve-valved motor seems to have performance-refinement all its own, to be particularly and expressly "above" little details of ignition-timing. I can see no reason why this should be except that—the piston—moving within two cylinder-walls, so to speak (or three, in all, to be precise) —the dissipation of internal heat is much better than it is in the case of a piston moving within a single chamber, which has to do all the heat-distribution. How far, how much, this can explain the demonstrable freedom from any symptoms or suggestions of pre-ignition which may be noticed in connection with all sleeve-valved motors, this is neither the time nor the place to discuss; but this Willys-Knight 66-B emerged successfully from crank-shaft-speed variation-tests to which I should hesitate to submit any mushroom-valved motor without a chink or a tap. On a 1-in-14, or perhaps 1-in-12 upgrade, this engine would pull pleasantly yet purposefully at anything from about 800 to 3,000 r.p.m., without anywhere in the range making me wish that I were driving, so that I could help it a little by dragging back the firing point—and taking second, if not first, speed to get really going again.

Engine, clutch, gear-box, final transmission, steering, braking, behaviour as a whole, driving comfort, visibility acceleration, retardation (through the four-wheel breaking)—I could not find a single fault. And when I told Coxhead this, he said: "Why should you? If Sir William does not know, if Mr. Willys does not know, what a motor-car is, now, to-day, it's high time they should!" That was true, and I never argue against the eternal verities. So I changed places with my mentor, discovered that I could do all the immoral things —immoral in the cases of most other cars—which he had done, and decided that anybody who seeks a better six than a Willys-Knight 66-B saloon, at anything like the price of a Willys-Knight 66-B saloon, must set out on his journey with a much better lantern than had the lamented Diogenes, when he ventured forth to find an honest man.

Coxhead tells me that the single-shot lubrication really works, that the oil does get around to its appointed trysting places, and that he can stand on his four-wheel brakes in a fashion which he hesitated to demonstrate in the presence, before the eyes, of an old-timer like myself, without shifting an inch off his course. I must say that I thought these brakes particularly nice in their "straightness." Over and over again, week after week, dashing young fellows like him tell me these same things about their cars' four-wheel brakes, and I say "Quite!", and then shut my eyes, and murmur "Nunc dimittis, Domine. . . .!" and in other ways prepare for the worst, coming to earth again surprised to find myself still in the same county. Four-wheel brakes which are anything but perfect are amongst the worst and most deadly of man-traps. But these operated just like the language in a catalogue just like Sunbeam brakes, the first and best—since the War—of all four-wheel brakes that were anything but a snare and a delusion.

I am all for safety. Not first. First, last, all the Time. I have never paid more than £800 for a motor car of my own, because I have always been as poor as Lazarus, without a friend named Dives in the same district. I like to travel rapidly, on occasion. Four-wheel brakes were intended, by their entrepreneurs, to make it safer to travel rapidly than one dared without their assistance. But there are four-wheel brakes and four-wheel brakes, and although I would felicitate Sir William Letts first upon the quality of his engine, upon the refinement, docility, flexibility, nicety, call it what you will, of its performance, I think that easily second in the factors making for the allurement of the Willys-Knight Model 66-B must be rated the really beautiful four-wheel braking of that car—assuming, of course, that the car I tried was just an average, representative member of the family.—Editor's Note: Reprint from the "Auto," London.

Spokane Wild Man Gets Plymouth Demonstration.

Above appears Willy Willey, well-known recluse who resides in the mountains around Spokane, Washington, U.S.A. Willy Willey feels that it is more healthful to wear nothing but a sun visor and a pair of trunks than the more accepted garb of civilisation. Frequent arrests while visiting the city have only strengthened his distaste for clothing. The only modern convenience that he allows himself in his den in the hills is a radio and the Plymouth radio contest, offering 1,011 prizes for the best reasons "Why I'd Buy a Plymouth" so intrigued Willy Willey that he visited the Plymouth dealer for a thorough demonstration.

PARIS MOTOR SHOW

Price-Cuts in European Cars.

Paris, October 2.

A large crowd, including members of the Diplomatic Corps and prominent politicians and financiers, attended to-day's opening of the International Motor Show at the Grand Palais in the Champs Elysees.

The outstanding feature of the show is the price-cuts and the vastly improved designs of many European cars.

French and German manufacturers have, on the strength of the success of the buy-at-home movement, followed the British example and materially reduced their prices in an effort to freeze out the American invasion.

It is understood that this development is causing great anxiety to the leaders of the American motor-car industry assembled here and, it is further understood, they propose to concentrate all their efforts on forcing up the output of their factories erected in recent years in Europe.

NORTHAMPTON'S BUS FLEET.

The new Guy vehicles put into service by the Northampton Corporation have evoked a chorus of admiration from all who have used them; they are indeed luxuriously comfortable.

Knee space has been rather scarce up to the present in the single deckers, but Mr. Cameron, the Northampton Tramways Manager, allowed an extra 2 ins. knee space in each seat of the new saloons, which carry 28 passengers apiece. The seats are double sprung, and like those of the Guy six-wheel double deckers, are upholstered in real hide. This, in itself, is a tremendous improvement to vehicles which are so low riding that a small person can stand outside and look into the body of the bus with comfort.

The buses are of the one-man-operated type, originated by Guy Motors Limited, the driver having an offside door to himself which permits the ticket counter being made permanent.

The Guy six-wheeled double deckers in Northampton are the only vehicles in Great Britain fitted all round with balloon tyres of 10½ ins. section.

The China Mail

Thursday, December 11, 1930.
Tenth Moon, 22nd Day.

ESTABLISHED 1845

大英十二月十一號 禮拜四
中華民國庚午年十月廿二日

HONG KONG, THURSDAY, DECEMBER 11, 1930.

Printed and published for the Proprietors, The Newspaper Enterprise, Limited, by DAVID CHARTERIS WILSON, Business Manager, at 2a, Wyndham Street, Hong Kong.

NO FINALITY.

PREPARATORY COMMISSION ON DISARMAMENT.

A GREAT OPPORTUNITY.

Rugby, Yesterday.

The Preparatory Commission on Disarmament, after over four years of intermittent labour, last night completed its draft convention. Into this framework the World Disarmament Conference, when it meets, will be invited to insert effective proposals for disarmament.

The Commission also approved a detailed report explaining the evolution of each of the clauses and the reasons for reservations attached thereto.

During the speeches, Lord Cecil laid particular emphasis on the point that the scheme, as drafted, contemplated no finality. The first Conference and first advance were only a prelude to greater advances later. They had created a piece of machinery which he believed to be of the greatest value to the cause of disarmament. Within the framework of the Convention the Conference would be able to carry out any degree of disarmament whatever.

They were going to bring into existence an international organ whose duty it would be to watch over what they had done, and press forward continually to further advances. Although the next word was with the Council of the League of Nations, the last word would be with the peoples of the world.

The Preparatory Commission had given them in the Draft Convention a great opportunity. The world could be disarmed if the people wished it. The question they would have to solve in the next few months was, did the people wish for disarmament? Only they could answer that question.

Under the heading "Something Accomplished," the Times in a leader says it is easy to deride the Commission because in fact the nations of Europe have increased rather than diminished their armaments while its labours were proceeding. But for that, clearly the envoys and experts at Geneva are not responsible, and the various Governments at home have at least had the excuse that until some general plan was approved each had only to consider its own position.

That excuse is now withdrawn. The first step has been taken. The League has drawn up a scheme by which disarmament may be achieved equally and simultaneously, and has established criteria by which each country may know that the reduction made by others is equivalent to its own.

Those who remember the early dissensions in the preparatory Commission and the complete divergence of opinions on the first principles, must now feel that in spite of excursions and alarms elsewhere, the co-operative principle has made some real progress.—British Wireless Service.

MR. BART KENNEDY

PASSES AWAY IN MENTAL HOSPITAL.

WELL-KNOWN AUTHOR.

London, Yesterday.

The well-known author and lecturer, Mr. Bart Kennedy has died in a mental hospital at Haywards Heath.

He was in a very depressed state since the death of his wife three years ago, and was taken to the mental home last August.—Reuter.

[Born at Leeds in 1861, of Irish parentage, Bart Kennedy picked up an education, to use his own phrase, by knocking about the world. He spent most of his youth in Manchester, and at six years of age worked as a half-timer in a cotton mill. He went to sea before the mast at the age of twenty; found his way to America and there led the life of a tramp and a labourer for some time; lived and fought with Red Indians, mined at Klondyke, and later became an opera singer and an actor. He travelled to all parts of the world, and when he drifted into writing had a wealth of material to draw upon. He published a number of striking books, the last of which was "Footlights" in 1928. He was also the founder in 1921 of a weekly known as Bart's Broadsheet. His wife, whom he married in 1897, was Isa, daughter of the late Major Arthur Gore Priestley.]

MR. W. FARMER.

FUNERAL AT HAPPY VALLEY CEMETERY.

MASONIC SERVICE.

The funeral of Mr. William Farmer whose death occurred in Shameen on Monday took place in the old residents' section of the Protestant Cemetery, Happy Valley, last evening.

A Masonic service was conducted at the graveside, there being a large muster of brethren in full regalia. The following Lodges were represented: United Services Lodge, No. 1341, United Chapter,

(Continued at foot of next Column.)

DETECTIVE BURIED.

VICTIM OF SHOOTING BY REDS.

POLICE TRIBUTE.

The funeral of Lance-Sergeant Detective Tse On, took place yesterday afternoon, his remains being laid to rest in the Chinese public cemetery, Kowloon City. A large contingent of the Police Force, consisting of Chinese detectives, uniformed constables, district watchmen, European and Indian detachments also members of the Police Reserve Force, attended. They were under the command of Mr. W. La Bart Sparrow, A.S.P., and proceeded from the Yaumati Police Station to 7, Waterloo Road, the residence of the deceased officer. Here they were joined by the Inspector-General of Police (the Hon. Mr. E. D. C. Wolfe, C.M.G.), Mr. L. H. V. Booth (Director of Criminal Intelligence), Mr. D. Burlingham, D.S.P. (K.), Inspector Ng Muk and Detective Inspector Chi Heung.

Preceded by a brass band, the cortege passed through the streets of Yaumati, and then finally passed at Gascoigne Road, where each member of the Police paid his last respects to the late officer by bowing his head three times then saluting. The Chinese members of the Force next escorted the coffin to the burial ground at Kowloon City. The chief mourners were deceased's wife, son, daughter and other relatives, besides two Canton detectives, who were present at the murder.

Others present included Mr. H. Somerset-Fitzroy (Public Prosecutor), Mr. E. Roadley Dovey (Officer Commanding the Sharp Shooters Company of the Police Reserve), Mr. F. C. Mow Fung (O/C Chinese Company of the Police Reserve), Mr. Bishen Singh (O/C Indian Company), Mr. B. C. Randall (in charge of the Flying Squad), and a large number of European detectives.

No. 1341, United Mark Lodge, No. 419, and Cathay Lodge, No. 4373.

The following brethren acted as pall-bearers: Messrs. T. G. Stokes, J. Smith, F. Brown, W. O'Farrell, A. Tarbuck and V. Ferrier.

Walking immediately behind the coffin were the chief mourners: Messrs. W. R. and C. L. Farmer (sons), and the Deputy Grand Master, Mr. J. M. McCutcheon.

The Rev. G. T. Waldegrave conducted the burial service which was followed by the Masonic service conducted by Mr. J. Davidson, R.W.M. of St. John's Lodge.

A large number of floral tributes was sent.